

Australian Model Railway Association

JOURNAL

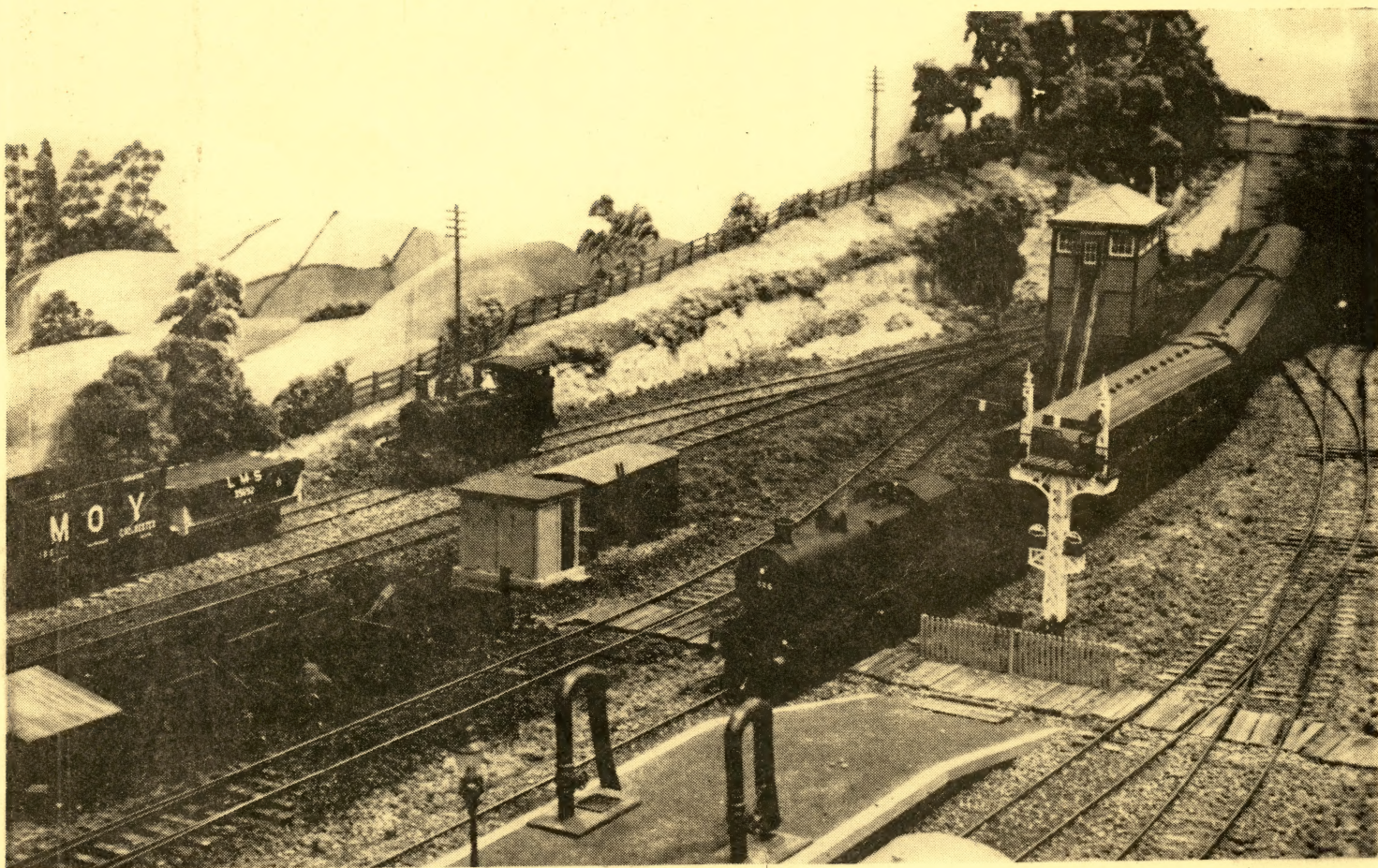
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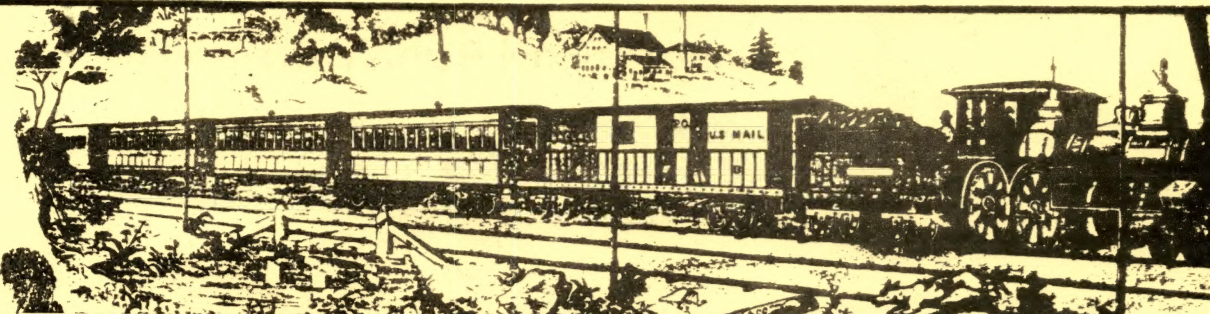
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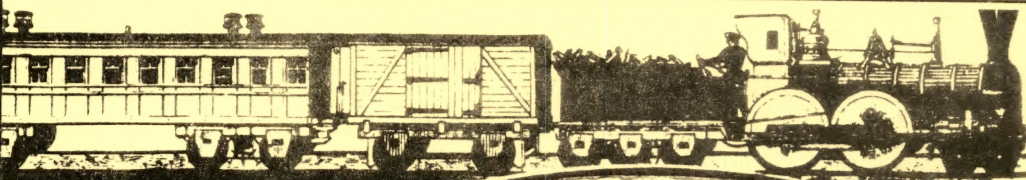
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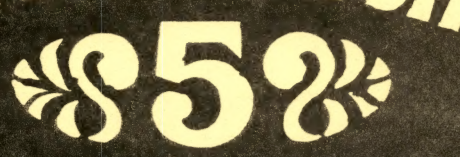
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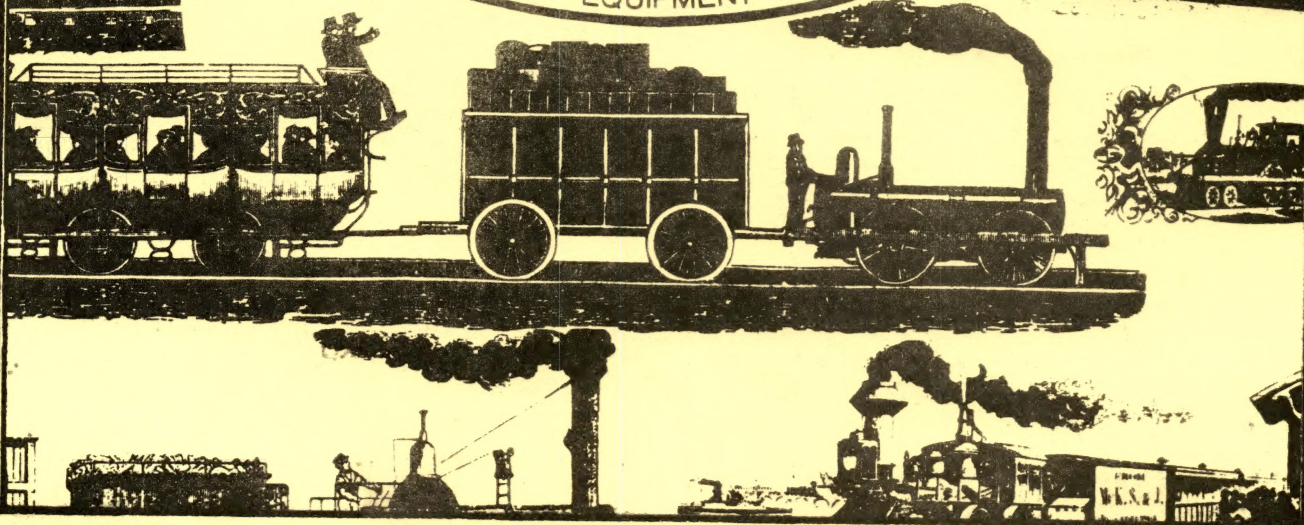
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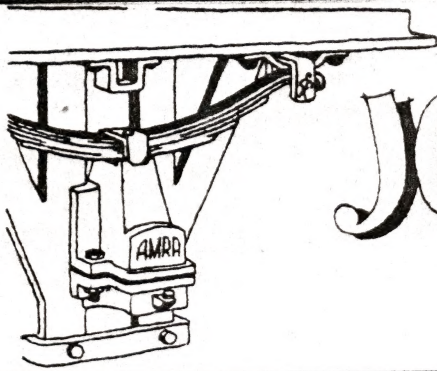
THE ENGINE SHED



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Editorial JOURNAL BOX

EDITORIAL

By the time you get to read this, I will be enjoying my two months' holiday chasing trains round Great Britain. By now I should have video film of such railways as the Romney, Hythe and Dymchurch, Bluebell, Foxfield, Tyne and Wear, Strathspey, etc. I still have to see the Welsh Railways, and those in the south west of England.

As I remarked in the March/April Editorial, please send any material for Journal to Roger Lloyd until I get back around 3 July.

In a little under three years, we will be publishing the 200th issue of Journal. Our first edition was in August 1951, run off on a spirit duplicator. From there we progressed to an ink duplicator, and finally various forms of printing until Vicprint took over with Issue 150 in September 1982. I took over as Editor from Alan Dowell with Issue 79 in March/April 1969.

A lot of trains have crossed the bridge since our first issue, but then, as now, we still need your participation. To keep Journal going as a Club magazine, we still need the help of the members with articles, hints and tips, and all those other little pieces which help to fill our pages.

Rex Little
Editor

ON THE COVER

A scene on Phil Knife's Somersetshire Midland.

Photo by Jack Parker.

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FROM THE PRESIDENT

The Editor
AMRA Journal
Dear Rex

In answer to Alan Porter's letter, I have studied all relevant correspondence relating to this matter, and find I have indeed erred in this matter, and hereby tender my unqualified apology.

Due to ignorance (for want of a better word), the Federal COM deliberations were based on the NSW Company Incorporation Act, and in July 1985, the Western Australian Branch was advised the draft constitution could not be approved as we were unaware that regulations in each State vary to such a great degree.

Trusting that this apology will be accepted in the spirit it is offered and that this unfortunate matter can now be finalised.

Yours fraternally
Keith Wilcox

THE MANAGING EDITOR

Congratulations to the Australian Model Railway Magazine on reaching the milestone of 25 years. All the plaudits in their anniversary issue are well deserved. The continual improvement in the content, and presentation of the magazine are a credit to Bob Gallagher and the publishing team. I am certain that the growth in availability and improvement in quality of the Australian prototype can be partly attributed to the fostering of our prototype by AMRM.

If nothing else, the reviews and advertising has helped the local scene. May the magazine prosper in the next 25 years.

What about our own publication? Well, apologies for the delay in the last issue, but we had some problems all down the line. Hopefully, this issue will be back on time. Now I am even finding some time to do some modelling again. I may even get some time to write an article or two for Journal as articles are getting rather sparse these days. But, then may be I should slump into apathy as it seems the rest of the Association is heading that way. Or am I too pessimistic?

Roger Lloyd

BELIEVE IT OR NOT

Reprinted from The Model Railway Constructor
September 1935

In these days of small scales, one is always hearing of smaller and smaller locomotives; but it would appear from the interesting cuttings from Railway and Locomotive Engineer, July 1903, and March 1907, that this particular branch of model railway engineering is by no means new.

The first extract tells of a jeweller in Meridian, New York, who devoted three years to making a model steam loco, in which the valves were but 1/8" wide!

The loco is gold plated, and the bell, whistle and drivers are of silver. The boiler is 3/4" in diameter, and the rest of the parts are in proportion. Kerosene is used as fuel, while

steam is raised in less than two minutes. Every part of the engine functions perfectly, even the Lilliputian whistle actually blows!

The other cutting is cunningly headed, 'Cui Bono?'. 'An industrious watchmaker in Toronto has built a steam engine smaller than a common house fly. It is four grains, and it would require 120 such masterpieces to weigh one ounce'.

There are 17 separate pieces in the engine, and on test before the Canadian Institute, compressed air was used.

No motion was visible to the naked eye, but computations of speed made by Prof C A Chant of Toronto University, show that the engine reaches a speed of 10 000 revolutions per minute.

While running, the sound emitted by the engine resembles that made by a mosquito!

HINTS & TIPS

HINT

If you are using epoxy resin to assemble a kit and you have to use a jig or a clamp, place a layer of clear plastic food wrap (such as Glad-wrap) between the parts and the jig or clamp. This will prevent any excess adhesive from cementing the parts to the jig or the clamp. The plastic film can be easily removed from the parts with a craft knife and a fine file.

HANDY HINT

This is again an old tip from an oldie!

I happened to drop a 10BA x 1/4" (or 6.3 'thingos') on the floor of my den the other night and, as usual, had trouble finding it. Naturally, it was my last one too!

So, down on the creaky old knees with my torch to chase the little beggar.

The clue with this is to shine the torch ALONG the floor, not down on it. With the beam parallel to the floor, small things like this show up well, but you do need a torch with good batteries.

Oh yes - I found the little beggar!

Gus Durham

CORRECT LOCATIONS FOR BRITISH BUILDING KITS

I saw this interesting information in the December 1987 issue of The Clearing House, regarding the localities where British building kits would be 'joost raht'.

Diorama kits are just that for the north country (they've also the best card kits, but the range is rather small). Builder Plus kits, if you can find them, are also north country orientated and have more variety. The Superquick terrace houses could go anywhere between London and Bristol and southwards and the Bilteezi range of brick buildings are more in tune with the Home Counties, i.e. within 100 miles of London.

Alan Porter

SHUNTING ENGINES

by Ted WARD.

One of the more interesting and unique classes of locomotive on any railway are the shunting engines. These are usually small and old engines, much reduced in status from their days of glory as one-time mail or main line engines.

Shunting doesn't require much speed and so former express engines didn't often find themselves "working the yard". Former goods or freight engines, with their usually smaller driving wheels and slower speeds often found their way to yard duties. As a general rule, nothing bigger than six driving wheels was to be found under shunt engines, although the author has seen a picture of a massive Y6-b 2-8-8-2 articulated of the Norfolk and Western Railroad used to "switch" or shunt very large trains beyond the capacity of normal small yard engines.

Some engines were designed and built to do shunting duties as well as being suitable for local runs of short distances. Runs to local mills, warehouses, and factories were and are within the province of shunting engines too, perhaps without a guard's van attached.

As road engines become worn out and due for overhaul, they are often relegated to shunting duties, possibly relieving the existing shunt engine which can then be overhauled, a process sometimes taking months. One main line diesel presently on shunting duties is there because it has an irreparable crack in the sump of the diesel powerplant which renders it unfit for sustained high speed main line duty, although it is adequate for shunting duties.

Although we are reliably informed by the noted American author and designer of operating layouts, Mr John Armstrong, that switching or shunting style layouts are now a bit old hat, a lot of modellers, including the author feel that there is still a place on the modern layout for a good shunting engine. A shunting engine can fill a bigger role than just pushing a few wagons to and fro in the yard. They were and are used to move wagons of rubbish from the yard and also wagons of railway stores. Another use was to move dead engines around, although that would be hard to effect with models. Wagons under repair would be moved from the workshop to a separate paint shop. Older workmen in one workshop recall the 0-6-0 shunter used there outside the workmen's toilets every Monday morning providing steam for sterilisation and hygiene purposes.

It is apparent that virtually any engine can be somehow assigned to shunting duties although some are more appropriate than others. When selecting a shunt engine, it is as well to choose a ponderous slow engine which will perform reliably. The two performance considerations which are important are reliable starting in either direction, which means every time, and a very slow minimum speed. The top speed is immaterial, although it usually follows that a slow minimum speed means a slow top speed. Reliable operation is something to be aimed for, and an 0-6-0 is the smallest shunt engine one should consider.

An 0-4-0 usually doesn't have a long enough wheel base to ensure it is parallel with the centre line of the track. A vertical motor causes the loco to twist left and right and this means the

coupling of the engine often will miss lining up with the vehicle it is trying to shunt. Beware of some 0-6-0's for they are really something else. The well known old Tri-ang Hornby Jinty tank engine had its centre drivers very slightly above the railhead, which really made them an 0-4-0 with a centre flywheel. The Jinty is too fast for an acceptable shunter too.

Having chosen a suitable steam or diesel model for use as a shunter on your model railway, there are some modifications to be carried out to make it more suitable for its new role. Perhaps the first would be to re-gear it to make it run s-l-o-w-l-y, but that is outside the scope of this article. Your hobbyshop would be the best to advise on your particular loco, as of course various models are each a little different, and each will require different treatment. The best idea is to regear it to a higher ratio. Count the number of teeth on the driving gear, choose one with more teeth but not larger than the tyre or running surface of the driver and exchange the gears. The motor will have to be raised to enable the worm to mesh with the larger gear. All this is a bit tricky, but is well worth doing. Other mechanical changes to the shunting engines are simpler. Add as much extra weight and every bit of it that the engine will carry. The idea is to enhance the pressure exerted by the wheels on the rails. This will enable the shunt engine to draw a heavier load before the wheels slip, and more importantly, the increased pressure on the rails will enhance the effectiveness of the wheels in picking up current. Since this engine is a reliability project, examine the effectiveness of the current wipers too. Perhaps fitting running shoes to bear on the rails will enhance the reliability of the engine over plastic point frogs or other less-than-perfect parts of trackwork.

Cosmetic modifications can be few or many, depending solely on inclination. Prototype engines have been modified only slightly, again depending on the inclination of the management. Safety never was important, so little was done to protect the shunters from the horrifying hazards of their task, often performed at night in dreadful weather. Nowadays, yards are better lit, the shunters wear, or rather should wear, bright clothing, better handlamps are in use and of course two-way radio is largely used, at least by the train crew and head shunter. The radios have only a 30 cm long antennae, so it would not be too conspicuous on a model locomotive or a model shunter.

Some engines were fitted with footboards for the shunters to stand on, running the full length of the loco on both sides and down near track level. The widespread conversion to automatic couplings has led to the removal of buffers from engines and rolling stock, although the majority of vehicles with the old buffers and drawhooks were scrapped largely due to their small size by modern standards and also the plain fact that early railway vehicles had buffers fitted to the ends of the underframes, and the drawhooks were interlinked on each vehicle by a drawbar. This meant that there was no way an automatic coupling with its centrally located draft gear could be fitted. The disappearance of buffers has meant the end of two shunters seats on the ends of each vehicle.

Shunters will always find a way, as can be seen in the photo of the steam engine. Incidentally, such riding on locos and rollingstock was illegal according to railway by-laws, but it much speeded up shunting. The gentleman pictured was John L. If you can spend a few hours leaning over a fence watching a shunting engine, you will learn lots more there than you will here. Shunters are an athletic breed of men, on their feet all day, constantly moving, sometimes quite smartly, keeping ahead of moving rollingstock. Point levers have to be thrown all day, sometimes with only seconds to spare.

It is difficult to suggest a proprietary locomotive suitable 'as is' for shunting, particularly as every modeller has his or her own idea of a suitable prototype. In fact, a suitable locomotive could be described as a 'noticable omission' in the stock of hobby shops.

Along with the slow speed and reliable operation previously spoken of, small drivers would be an asset along with all wheel pickup of electricity. Both sides of the tender wheels picking up power would be useful. With the relatively large number of stops and subsequent starts involved in shunting duties, even one failure in one hundred starts would be worth working on to improve reliability. A can motor or at least a five pole or 'five cog' motor would be worthy of inclusion.

An old diesel presently used for shunting was appraised to provide the modelling details to illustrate this article. Which particular prototype doesn't matter as the details are only general and can be applied to any locomotive. The particular locomotive examined was an old one, circa 1955-56 and was much the worse for wear. Originally used in multiple unit, time saw its becoming outclassed by larger power. Still mechanically OK, it hasn't seen much new paint for a while and is faded, rusty, and dirty. It is still used daily, but, being at a depot with no engine shed, is only able to be parked in the yard under some pine trees. This is fine for modelling purposes, as few of us have enough space for everything, and so an engine parked in the yard is prototypical. The area around the parking spot is black with oil spillage and wastage, and there is some lubricating oil in drums on a stand. The shunting crew have found themselves a table and some chairs which are under one of the trees. This is where the crew spend their lunch hours and the time between shunting details. There were thirteen significant points of detail which were noted as being worthy of inclusion on a model.

The half of the engine bay or 'hood' which housed the diesel engine was marked by black oil stains, especially around the access panels on the sides. There were hand marks around the door catches too, even on the panels which gave access to the electric generator. This generator and ancillary electrical equipment was in the half of the hood away from the cab. Darkening only one half of the hood will differentiate which half of the hood houses the engine. Smears of thinned out black paint will suffice for darkening.

Some of the side and front lenses were missing from the smaller lights on the engine. All existing lenses were clear, if very dirty, and the driver explained the lights were known to him as 'buffer lights' or 'side' or 'tail' lights. Modellers generally call them marker lights. This feature could be easily modelled by fitting such marker lights but leaving out the appropriate 'jewels'.

Easy additions to a shunting loco would be the inclusion of some wheel-size wooden chocks used to brake vehicles in one spot. Brakes are not usually applied to vehicles being shunted, and so they can sometimes roll if not secured. These spare wedges were casually tossed anyhow onto diesel walkways. Other debris on the walkways was pine needles and pine cones deposited while the locomotive is under such trees each night. This could be admirably simulated using old tea leaves. Speaking of tea, both sides of the cab were marked with traces of innumerable cups of tea which had had their dregs tossed overboard. A shunting diesel is not a pretty sight. Traces of grey brown paint would suffice here.

While on the cab, one side had been deeply scored sometime while passing a fixed stationary object. This had not been really repaired, but had been over painted with the regulation paint. The newer paint contrasted markedly with the faded older paint. In another place on the body, some damage had been sustained at some time. This damage was repaired by welding a square patch of steel over the damage. This had obviously occurred before the last general repaint (1960?) and so it was of the same general faded dirty rusty color tone as the whole vehicle. Other welded repairs, mainly of short cracks in the body had not even been repainted and so were simply rusty. One other unique feature of the diesel taken as the subject for this diesel discourse is that the last number of the four digit running number had been altered from 0 to 1. The old number had been painted over and a new digit painted over it, leaving the first three digits noticeably different to the last. The last bit of detail which could be easily simulated with paint is that the bogies had faded from pristine black to a dirty dark grey. The over abundance of oil and grease used on the rubbing plates and springs had imparted a deep almost glossy black to these parts. One other easily simulated little touch was traces of sand under the sand box on the back of the cab.

Now for two details which will require some reworking of the diesel. The first is a small access door panel which had to be left opened when the large handle of a valve was turned. The handle actually opened into the panel doorway, preventing the closure of the door. This is up near the top of the hood in the generator section, and is very noticeable. Perhaps the hardest operating detail to incorporate would be that the main door panel in front end of the hood which pulses continuously at a rate of about 140 p.p.m (pulses per minute) while the diesel is running. How can that be done on a model?

Incidentally, sometimes the prototype follows modelling practice, and the ever rising cost of fuel has caused some railway departments to issue instructions to their crews to switch off idling diesels after twenty minutes. It is amazing how a diesel with its engine turned off looks like a stationary model diesel.

Most of the details described here can be easily added to any shunting or other diesel to help make a model different to the straight-out-of-the-box variety. You can really individualise any model of your choice to make a model which nobody else had, and indeed a smooth running elaborately decorated little shunter could be a real show piece.

TRACK CLEANING LOCOMOTIVE

By Cedric Rolfe

Reprinted from Journal No 43, February 1962

On the average layout, I think the worst and most tiring job is track cleaning, but it is one job that has to be done if you want any sort of operation. It is only one part of maintenance, but like all others, it cannot be neglected, and the larger the layout the more the maintenance. The longer it takes for maintenance, the less time there is for operation, and, after all, operation is what most of us want, isn't it?

In my own particular case, it took me the best part of an hour to hand clean the track and prepare for an evening's session. So as a result, full sessions were few and far between. Often I would find that I had an hour or an hour and a half to spend on my layout. If it took me an hour to clean up, the time I had left was hardly worthwhile, so the result was obvious. Full sessions were consequently rare and I spent the time in some other branch of the hobby.

Finally, in desperation, I decided to do something about it and borrowed a Track Cleaning Car. That wasn't the answer; it was too heavy to push up the grades, and as it left the rails slightly oily, the wheels of the pushing loco would slip, and so manual assistance was required. I decided that the only answer was something that could clean the track, and yet have its own motive power.

I had these problems: First, how could it be powered? Secondly, if the drivers were at the rear, how could I avoid wheel slip? Thirdly, if the drivers were in front of the cleaner, how would the rails convey enough power? Lastly, what did I have in my junk box to do the job? For the next few days I wandered around with the problem in my head, and eventually I came up with a brain wave. It has proved so successful that I decided someone else might find it helpful too.

I had an old Triang R55 diesel which had been collecting dust for some time. This I stripped down completely. First I removed the driving wheels and fitted Fleischmann wheels with neoprene tyres. The pick-up was then removed and replaced with a piece of fibre cut to the same pattern as the fibre holding the pick-up. The rear plastic wheels and axles were then removed, and the holes left in the plastic trailing bogie were tapped with a 1/8" taper tap. Four 1/8" brass bolts were then drilled to form bearings for pin point axles. Next, two Fleischmann taper axles were fitted to plain Fleischmann driving wheels, two of which were insulated at the centres. The Triang pick-up was then fitted to the plastic trailing bogie, and the wheels and axles were fitted in place by screwing in the 1/8" bolts previously mentioned and adjusting the wheels so that they tracked correctly.

When the bolts were screwed in so that the wheels spin freely, the excess bolt was cut off with a piercing saw. Remember, to take care that when you tap the holes to take the bearings, you do not tap too deeply; allow the 1/8" bolts to finish the job, otherwise they will undo themselves. You now have the driving wheels insulated and a pick-up on one side only of the trailers. By fitting another pick-up to the axles by means of a spring bronze wire joined to a lead, the two leads may then be carried up through the rivet hole and so to the motor. Reassemble and try

it out. A few adjustments may be necessary to ensure a good pick-up. Once that job is done, we can then set out to fit the cleaning apparatus.

The following pieces of scrap were selected from the junk box. A short length of 3/4" copper tubing, a Schraeder valve stem and cap, a small piece of fibre, an old brass radio variable condenser, some 1/4" brass rod, various nuts, bolts, etc., and oddments of sheet brass.

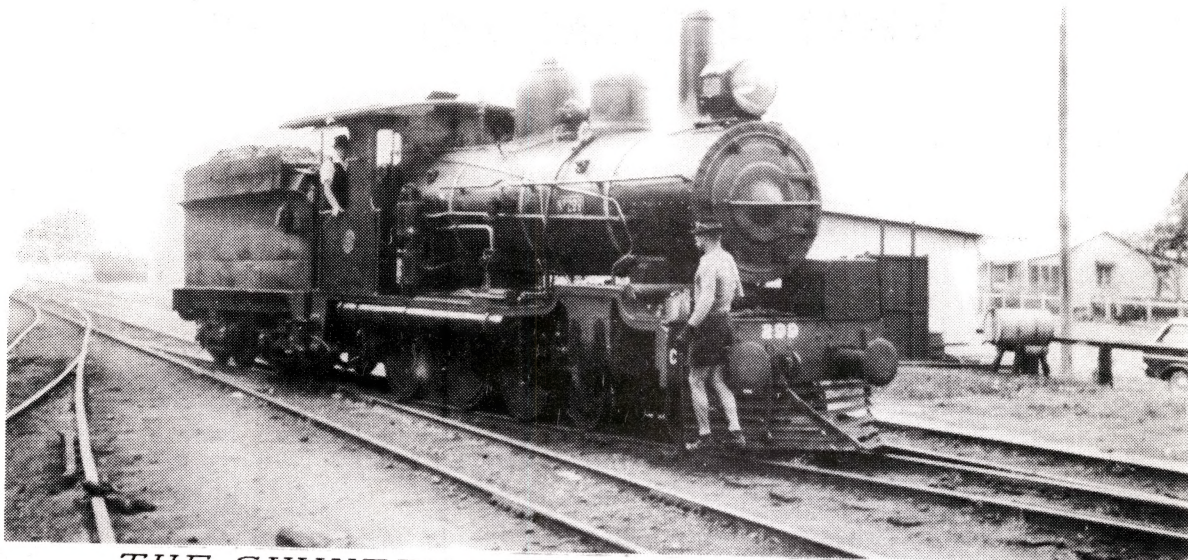
A start was made by removing the motorised bogie from the frame, and the fuel tank from underneath, then marking out with a scribe and centre punching the five holes to be drilled in the base of the frame (Fig 1). The first two holes (a) and (b) are 10 mm from the front part of the tray, and equi-distant (6 mm) from the centre. These two holes were drilled with a 7/64" drill and tapped with an 1/8" tap. The next hole (c) was drilled a further 15 mm towards the centre of the tray and was drilled with a 1/4" drill, and two more holes (d) and (e) each 6 mm from the centre of (c) and 15 mm from the line of (a) and (b). These two are drilled 7/64" and tapped to take a 1/8" screw. Holes (a), (b), (d) and (e) are for the baseplate which holds the cleaner bar, while hole (c) is for clearance of the point of the needle valve in the fuel tank to be fitted later.

Now cut a piece of 18 gauge brass plate 1" x 15/16" (Fig 2) and mark out the five holes to correspond with those in the frame (Fig 1), the smaller holes being drilled to 9/64", and the fifth hole corresponding with (c) being drilled 3/16". Now cut two pieces of spring-bronze as in Fig 3a, 24 mm long and 5 mm wide; mark off at 7, 10 and 7 mm and drill 1/16" holes 2 mm from each end. Now bend as in Fig 3b.

Cut a fibre strip 24 mm long and drill two 1/16" holes 6 mm from each end and 12 mm apart and countersink on one side. Next cut a piece of flannelette 24 mm wide and wind it around the fibre strip for 2 1/2 turns. Cut and remove. Next push two 8BA screws first through the flannelette and then through the fibre, then wind it round the fibre strip, pushing it over the ends of the screws each time. Now fit the bent bronze strips to each 8BA screw, pack with a washer, and then tighten down the nut.

The next step is to cut four 1/8" spacers from an odd length of brass or copper tubing and bolt the plate (Fig 2) to the frame at (d) and (e) using two of the 1/8" spacers. Then cut a strip of brass 1/4" wide and 15/16" long (Fig 3c) drilling two holes 9/64" corresponding to the holes (a) and (b) and a 1/16" hole 3 mm on the outside of each of these holes. Bolt the shaped bronze to these last named holes with 8BA bolts, then bolt the assembly to the plate and frame with the final two spacers. The cleaning pad should be facing towards the rear of the loco frame, and be immediately below the hole (c).

At this stage fit the motorised bogie back on to the frame and try it out on the track. Some adjustment may be necessary to ensure the pad is resting only lightly on the rail. Ensure that it is touching the rail firmly, but not pressing too heavily as otherwise it will tend to lift the pick-up wheels from the track. When you are satisfied that the adjustment of the spring pad is correct, put the frame aside and commence building the tank.



THE SHUNTING ENGINE. B15 converted number 299 shunting in the normal home for its type Cairns during september 1964.

Photo by Edward W.H.WARD.

ABOUT NSWGR "PACIFIC" 3701

by Tom Parkes

There was once an all absorbing time of the sights and sounds of locos at the Broadmeadow loco yard taking on coal and water. The round boilered C36 was upstaging the C35 class, then with the cut-away cab, and spotting a '36' was a triumph. Then there were forays through the Tickhole tunnel at Cardiff and the excitement of putting ears to the rails and crowding into the tunnel safety holes if a train could be 'heard'. The approach of a '36' with that peculiar clank of the driving and coupling rods, and then the thunder and roar and the hiss of steam and the red flash from the fire box followed by the stream of passenger carriages was indeed awe inspiring. Then on the south side of the tunnel, were the orchards where the nectarines and plums always seemed to be slightly green, and that night there would be pangs of belly-ache and even the indignity of castor oil. No doubt, the kids in that gang who survived World War 2 would have been aghast if their sons had put pins and nails, even the rare halfpenny, on mainline tracks to be flattened by a '32', a '35', a '36', or even a '38'. And, as for putting ears on mainline rails to 'see' if a train was approaching from the other side of Tickhole tunnel, their children would not be capable of such an action!

Periods of convalescence after frequent episodes in intensive care and cardiac wards have tended to inhibit the capacity to crawl over and under yet another and larger layout under construction, so there was time to contemplate a collection of model railway bits which had been acquired several decades, largely from AMRA auctions. Certain close friends have stated that any item in that collection that cannot be used immediately, or that does not have a specific use in the near future would have been discarded - provided that it would pass easily through a 100 mesh sieve. And, do those friends take advantage of the availability of pieces? They do, indeed.

Anyhow, on hand was a drawing of the proposed 'Pacific' type express locomotive 3701, which quite clearly was a 'stretched' round boilered C36. Also on hand was a somewhat battered Trix 'Britannia' in 3.8 mm scale. From a suitable

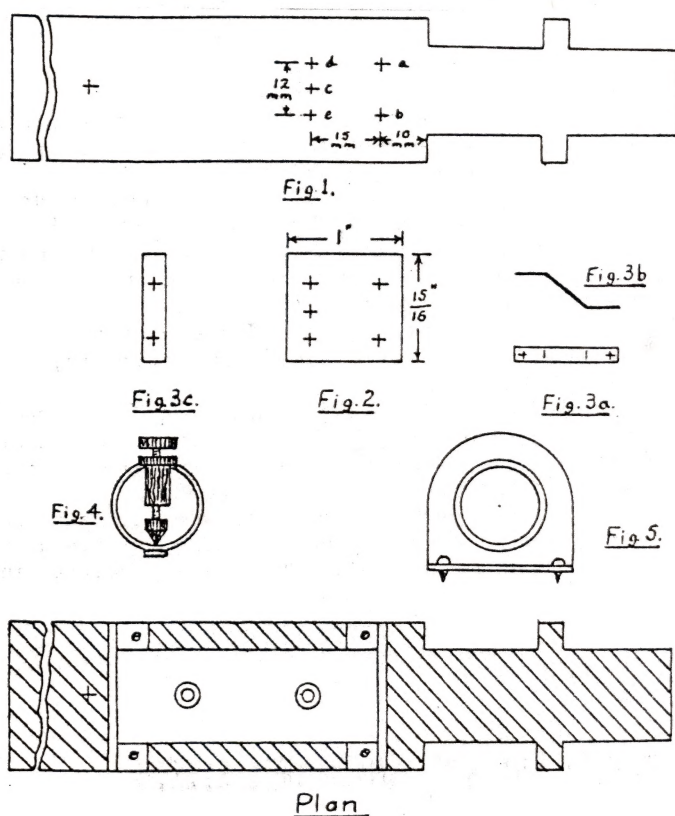
distance there was a passing resemblance, in the cab window area at least, to 3701 and the dimensions were close enough, too. So, the 'Works' outshopped a rebuilt 'Britannia' in 3.5 mm scale with a 'stretched' tender. A sand dome, a Westinghouse pump, a Giesl oblong exhaust ejector and a headlight were also added, and the result was that of a 'stretched' version of 3616, which was numbered 3710.

Observers, purists, cynics and all will, no doubt, have comments ranging from rejection, sniffs, snorts and partial approval. For those that have an interest in semantics, 'partial' has been used in the sense of indicating bias rather than being a part of something! On the matter of parts: the driving wheels are by Romford; the bogie frame and the bogie wheels were from Cliff Searl; Trix supplied the slide bars, valve gear, driving and coupling rods; the tender body is by two Airfix 'Evening Star' tenders and the tender bogies are by Athearn; the loco and tender chassis, the 'Giesl', the sand dome and other oddments came from the upper side of that 100 mesh sieve; the motor is an Escap RG4; and paint, of course, was from Craftsman Models.

Thus, we have 3710. It is neither scratch-built nor kit build, but might well be classified as 'auction' built. The resemblance to 3701 or to a 'stretched' 3616 may be slight, but the memories which were revived during the searches for parts and eventual construction have been most pleasant. This time there were no green nectarines and plums and no belly-aches, although there was a sense of horror on the thought of putting an ear to the mainline rails outside of Tickhole tunnel. And as for crowding into the tunnel manholes....

Finally, the performance has been quite rewarding. A 36 class turret tender may be substituted for the 'stretched' Airfix job some day...

In the meantime, may there be many more of them - AMRA auctions, that is. Any may that special gleam in the eyes of the auctioneer, Phil Kelly, continue to be reflected in the eyes of enthusiastic modellers.



To make the tank, I used a short length of copper hot water pipe 3/4" internal diameter and 2 1/4" long. 3/8" from each end I marked the positions for the filler cap and needle valve. One end was drilled to the size of the Schraeder valve stem, which I had removed from an old car tube, and which was then soldered in place with about 1/8" of it projecting from the top.

At the other end of the tank, an 1/8" hole was drilled right through top and bottom and into it was fitted a needle valve from an old carburetor. This was inserted from the inside of the tube. Anyone with access to a lathe could soon turn out a suitable valve for the purpose (Fig 4). This needle valve was allowed to project about 1/8" from the bottom of the tube, and the holes in the valve were level with the bottom of the tank when soldered in position.

Then two ends were cut as shown in Fig 5, allowing a 1/4" flange at the sides and at the bottom of the plate. These were bent over at right angles and the plates soldered to each end of the copper tubing after making absolutely sure that the needle valve and filler cap were upright. The assembly was then fitted to the main frame so that the top of the needle valve was immediately over the hole (c).

The holes in the end plate were then marked, and drilled through the plates and into the main frame, and the tank was fixed in place with self tapping screws. When the valve is turned on, the fluid drips through the hole in the frame and on to the cleaning pad. A piece of lead was fitted to each side of the tank, between the flanges of the end plates. I found that heavy weighting is essential for thorough track cleaning.

I scrounged an old valve cap of the type with the valve tool on the end, cut a section from the top, then cut a slot in the remainder of the stem and screwed it on the filler stem. I also cut a slot in the stem of the needle valve, then carefully measured the plastic body of the diesel and cut out holes in the roof to match the needle valve and filler. I then fitted the body, and my track cleaning car was ready for a trial run.

The unit was placed on the track and sent on its way. Twice round the layout and the rails were gleaming as though polished with holystone.

My track cleaning problems were over, or so I thought until I tried running the first train over the track. When it started up the grades the wheels of the loco just spun round and round as it slowly slipped backwards. The track was too wet. I thought there were two alternatives; first, to wait until the track had dried, or, secondly, to fit a drying pad to the car. Actually, the answer was neither. I didn't want to wait until the track had dried, and there wasn't room, for a second pad. I could, however, haul a truck with a dry pad underneath, so I fitted a piece of felt under a mineral truck, put some lead in the body, turned off the needle valve, and set the outfit going. It did the job, and so I had the answer to all my track cleaning problems.

Having turned the needle valve 'off', the tank was filled with carbon tetrachloride to which a few drops of oil had been added. The filler cap was screwed on, the needle valve opened so that the solution dropped slowly on to the pad.

Now running sessions are frequent, and each day my PWD unit does its trip round my layout, even if nothing else is run. Now the Candemah Valley is always ready to run a train if needed. My PWD unit now consists of my converted R55 diesel, a Triang track cleaning car with a dry pad, a bogie tanker and an HG class van - the hardest worked unit on the layout, and the one I value most.

Editor's Note: With the danger of using CTC (carbon tetrachloride) these days, I have found that CRC 5-55 in the tank of my track cleaner does a similarly excellent job.

VEROBOARD & ITS USES - PART 1.

Extract from "Branchline"

Roger Solly

What is 'Veroboard'? For the uninitiated, it is a phenolic resin based board, coated on one side with copper tracks at 1/10" spacing, with holes in each track at 1/10" spacing. It is used mainly for electronic 'bread boarding'. However, it has mechanical strength and useful electrical properties which make it of interest to the modeller. It is also very cheap, less than \$2 for 90 mm x 90 mm.

The following series of articles will relate the attempts of a 'first time' modeller to use this material in ways not envisaged by its inventor! It also disguises the said first time modeller's ignorance of established modelling practice - thinly disguised as 'lateral thinking'.

This first project was instigated by sheer frustration at trying to build a six-wheel tender kit (in OO scale), incorporating locomotive electrical pick-up which would neither fit, nor reliably pick up current, and the desire to try a compensated chassis - this person's track laying ability, as yet, is not up to standard.

STEP 1 Using pin-point axle wheel sets, grind off the axles back to the wheel bosses, remove the wheel from the axle and slip on plastic tubing to act as a bearing. The bore was fractionally oversize to give some 'slop' to accommodate variations in track curvature.

STEP 2 Cut Veroboard main length to fit the chassis and cut insulation paths (Fig 1).

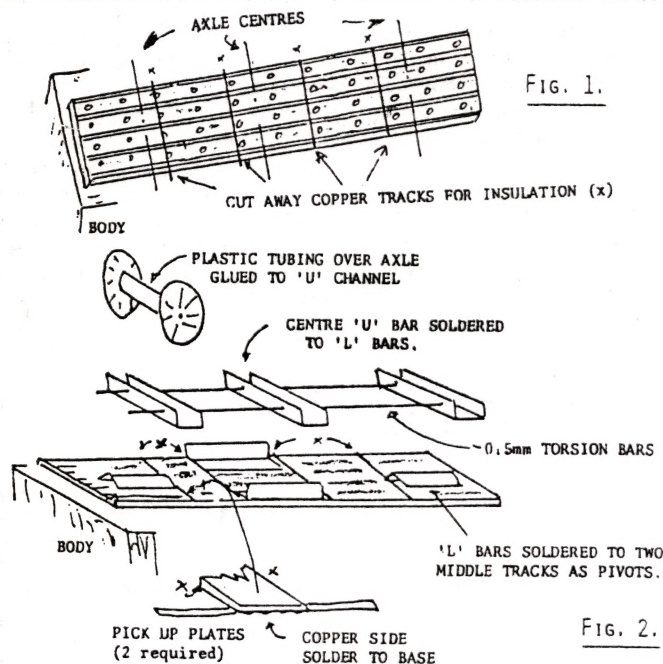


FIG. 1.

FIG. 2.

STEP 3 Cut and solder 3 mm right angle brass to centre line to act as pivots, except for the centre axle (Fig 2).

STEP 4 Cut 3 mm x 3 mm U channel and drill 0.5 mm together and solder 0.5 mm wire as Fig 2. Centre U bar is filed down as centre axle is mounted differently and therefore its centre is fractionally higher than the ends.

STEP 5 Glue plastic wheel bearings to U channels, taking great care with alignments, lateral and vertical.

STEP 6 Electrical connections - sweat small Veroboard pieces for insulation to chassis board and add phosphor bronze spring pick-up strips and wires to connect ends and engine.

The finished product should negotiate two foot radius curves and up to 2 mm track irregularities in its own length, while still maintaining electrical integrity.

THE LAMENT OF THE RAILWAY MODELLER

Extract from "Branchline"

by Andrew Morling

Andrew assures me that this is not a true tale....but there's a moral in it nevertheless! Don't neglect the 'little lady' for your hobby!

I used to have a model train to run around the track;
I ran it up the siding and then I ran it back.
I bought myself some buildings and a little wagon kit;
It took all night and half next day to make the pieces fit.

Although it wobbled on the track, I really couldn't moan,
For I was pleased as Punch to think I'd built it on my own.
I showed it to my friends and they all said that it looked fine,
So next day at the hobby shop, I bought another nine!

I was busy as a beaver as I put them all together,
Working by the fireside through all the winter weather.
I put the little wheels on and I painted them by hand
And my wife admired my patience and said they all looked grand.

My wife was very happy when I joined the model railway club.
She said that it was better than my visits to the pub!
She liked my string of wagons and she showed them off to others;
She even cut material to make tarpaulin covers.

Then someone said I ought to try a locomotive kit;
He said they're really easy if you do it bit by bit
Well, I thought, "I'm good at wagons, I'll be good with locos too",
So I bought a Beyer-Garratt, just to show what I could do!

About this time, I sold the car and started on the shed.

"We never go out anyway" was what the missus said,
And I was very glad to know that she agreed with me
And didn't mind me working down the shed 'till half past three.

It was sometime after midnight on a lovely summer night,
I was sneaking off to bed when I received a very nasty fright.
The back door of the house was locked, the front one as well,
And I couldn't wake my wife up, even though I rang the bell.

She told me in the morning that she hadn't meant to lock it,
And the doorbell wire, I found, had somehow come out of its socket.
I'd simply worked right through the night in spite of frozen feet,
And the Garratt had its wheels on and was looking really neat.

It was coming on to autumn when I found my wife was gone
But I simply couldn't chase her, there was too much to be done
With the Exhibition starting in another week or so
And I hadn't yet discovered why the Garratt wouldn't go.

On looking back, I find that I don't run my trains so much.
My life is filled with washing clothes, and cooking meals, and such.
I'd probably go and see her if I only had a car
And then, perhaps, I wouldn't spend so much time in this bar.

So, if you model railways and you've got a wife as well,
Be careful how you treat her and be careful what you sell,
For your wife needs your attention and she needs it every day
And you needn't worry that your trains will up and run away.

34th MOROP KONGRESS

by Brian Rowling

In September 1987, the 34th 'Morop Kongress' was held in Erfurt, East Germany. My wife Judith and I attended part of the congress, along with some 18 other Australians, mainly to partake of the steam train activities associated with the event. We saw only a few of their modelling achievements, and they appeared to be top class, especially in the scratchbuilding field. The winner of his class (0 gauge scratchbuilt) Karl and I became quite friendly towards each other because of our common 0 gauge interest, despite my knowing little German, and he knowing little English! There is a local brand of HO 'commercial' models, viz 'PIKO'. It appears to be good (if not top quality), and ran well on some layouts we saw. I don't know if it was bad driving, bad controllers or bad locos, but there was a definite trend of jack rabbit starts and stops on the operating layouts. Model structures too were to the fore, with finely detailed steel bridges, stations, and on one layout a magnificent forest of very real-looking trees.

Language was a real problem, as English is not nearly as much spoken as in West Germany. However the real excitement for us was the associated steam tours. There was one every day, with anything up to five different superbly restored steam locos, mostly from the Dresden transport museum. We had 2-6-2, 0-1-0-0, 2-10-0, 2-10-2T, 2-8-4T, 2-8-2T, 4-6-2 on standard gauge and 2-10-2T and 0-4-4-0 Mallets double heading on metre gauge. We were also able to visit regular 750 mm gauge services worked by massive 2-10-2 tank engines hauling regular passenger trains and goods trains with transporter wagons. These are special low 750 mm gauge wagons with standard gauge rails on top, on which are placed standard gauge wagons. The whole lot looks so top heavy it should tip over!

I took reels and reels of video 8, finishing up, after severe editing (on a umatic editor), with 3 x 1 hour tapes of rail video! These will be released commercially. Video was a story in itself. Video is normally forbidden in East Germany; however, we Australians were allowed to take in video cameras and no restrictions were placed on us. I certainly appreciate their consideration, because their photo runs were superb, often done two or three times with different effects, e.g. more (or less) smoke, etc. Photo lines were well organised and nobody got in another's photo, despite hundreds of shutter bugs clicking away!

It was a wonderful tour, ably led by Wal Stuchbury (thanks Wal for getting us there!). Money was exchanged in and out of the country at the official rate of one East German mark for one Deutschmark.

We have made several friends in East Germany, both model and full size rail buffs, and continue to exchange photos, etc, and I even received a Christmas cake! Altogether a wonderful experience which I could happily do again.

BUKALONG WATER TANK 1920 PRE-CAST CONCRETE

Text and photos by Glenn Watson
Plan drawn by Dave Bennett

In the January/February issue of Journal, we looked at the standard pre-cast concrete signal box, exemplified by the one at Eugowra. Featured in the photo of the signal box at Gooloogong was a standard pre-cast concrete water tank. These were companion, not only to signal boxes, but also to goods sheds, station buildings and other railway structures.

The water tank featured here is at Bukalong, a small station on the Cooma-Bombala branch with loading bank, sheep and cattle races and a small Pcl station building. Opened on 21 November 1921, Bukalong is typical of the early concrete architecture, with its plain 15" high panels.

Location

The water tanks usually nestled close to the platform side of the end wall of the station building or at the opposite end to the office on a goods shed. They have often replaced a damaged or rusted corrugated iron tank, especially those of goods sheds. As a result, they can be seen adjacent to a wooden or brick building erected well before the concrete era.

Features

The tank is supported by four concrete legs, which, on the tank at Bukalong, were approximately 23½" high. Just below the 'knee' on each leg is bolted a brace of 1" diameter galvanised iron pipe. This is usually a deep rust brown. The base and the legs of this tank have a slight chamfer of 45° around the edges. 5" from the bottom of the tank is fixed a standard brass tap over the drain. The drain is a concrete octagonal moulding with a recessed circular cast iron grate 9" in diameter. The width of the concrete moulding is 18" overall.

Just below the top moulded band of the tank is centred a small piece of 3" galvanised iron pipe which acts as an overflow. This projects about 4" from the band, and is positioned a few degrees around towards the station building.

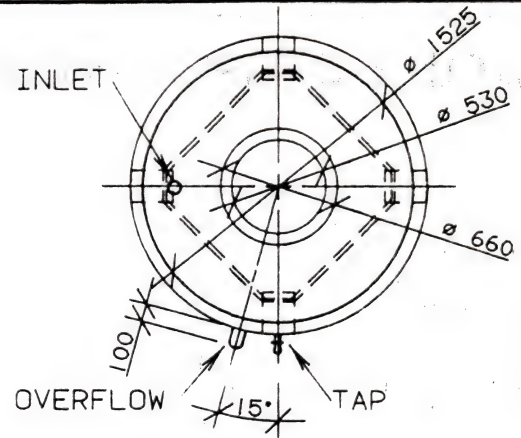
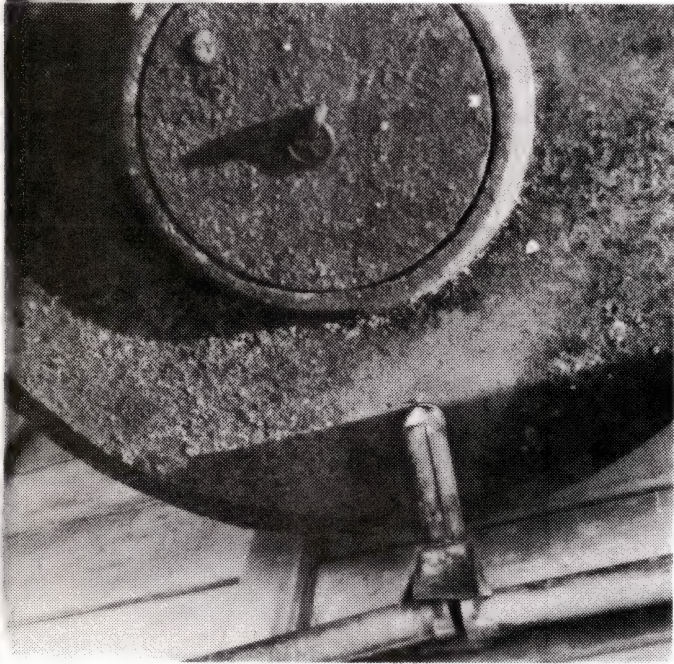
The top of the tank has a hatch 21" in diameter. Its cast iron ring is 3-1/8" wide. The top slab of the tank sits slightly proud of the top moulded band in which it rests and is of the same diameter as the tank itself. As the photo shows, the 3" galvanised iron downpipe fits snugly into its inlet in the top of the tank.

Weathering

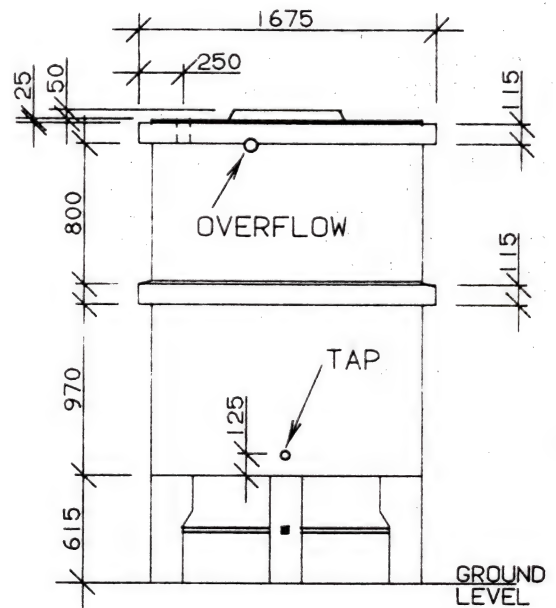
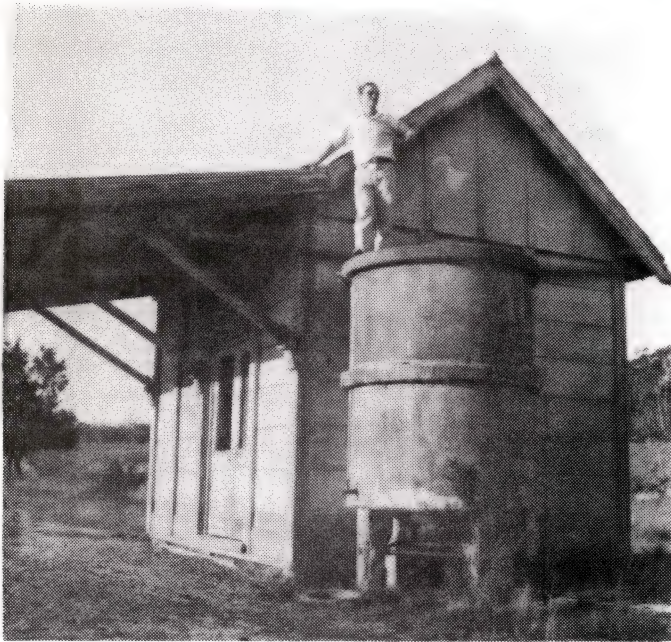
The tanks are usually painted the same colour as the building, but they weather sooner and more visibly. Streaks of white from the dissolved slats in the cement blend with the dust and dirt of the area. Darker patches of mossy, accumulated grime grow underneath the bands on the side of the tank. Even on well maintained stations, grass or weeds tend to be greener and more lush around the drain and legs of the tank.

Plan

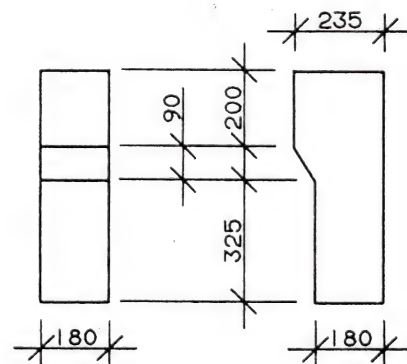
The plan, drawn by Dave Bennett, shows all dimensions in millimetres for easy scaling.



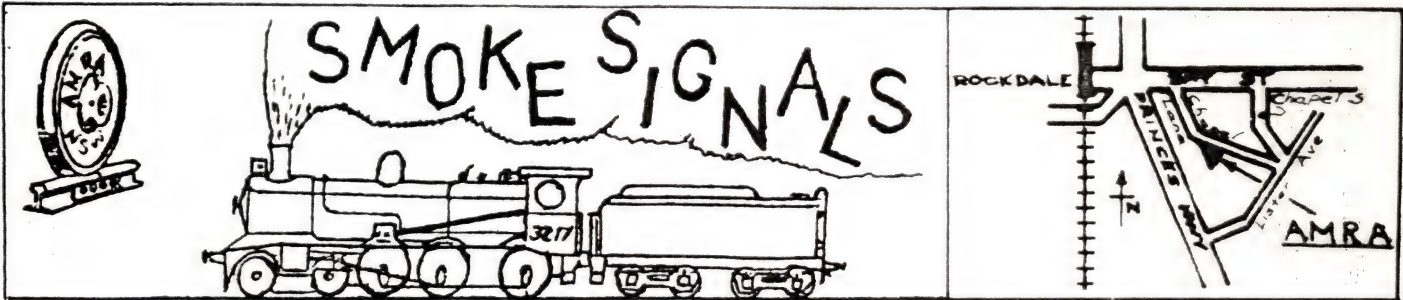
PLAN
SCALE 1:43



ELEVATION
SCALE 1:43



FOUNDATION
DETAIL
SCALE 1:20

STATE**NEWS**

FROM THE PRESIDENT

On or about Thursday 24 March, thieves forced their way into the Rockdale Clubrooms. All windows being barred, the thieves gained entry by smashing through the fibro wall of the office. A quantity of model railway equipment was stolen. The damaged wall was afterwards temporarily sheathed with corrugated iron. It was to be permanently repaired on Wednesday 13 April with 16# galvanised iron bolted into place.

Sometime on the weekend of 9 and 10 April, the thieves again broke into the Clubrooms by removing the temporary sheeting, and this time forced the door of the office to gain entry to the main hall. This time they apparently took their time and forced most of the cupboards, stealing more model railway equipment and a sum of money from the sales cupboard.

On both occasions the police were notified. Hobby shops and model railway clubs organising exhibitions with second hand stalls have been circularised. Would anyone being aware of someone trying to sell a large number of Marklin Z gauge locomotives please notify Constable McMahon of Rockdale Police Station.

As very little damage was done to the premises we can be thankful that the thieves were interested only in models and not vandalism.

The Committee of Management is endeavouring to encourage family activities, and have therefore included visits to other organisations and a family night in the program. Further details may be obtained from the notice board or from any Committee member.

Bob Wardrop

1988 will have no modelling competition on a regular basis. This is due entirely to the disgusting lack of interest (or models) displayed by even the most active member. If anyone else would like to organise them they are most welcome.

"N" SCALE REPORT

All track has now been laid on the new HO layout; most control panels are in place and wiring is in progress. A wooden deck has been erected outside the rear door and the installation of a stainless steel sink, for cleaning of utensils when working on layout scenery is underway.

Progress on both the above projects has been considerably slowed by the necessity to make repairs after the break-ins and to further improve the security of the premises.

In order to bring the time for the presentation of the Branch's financial statement in line with the end of the taxation year, at the Annual General Meeting it was resolved that for the life of the current and the next Committee of Management, the term of office will be extended to 15 months. This will then require the preparation of only one financial statement per year.

On the last weekend of March, Dave Bennett and I drove to Harden especially to photograph the buildings on and around the station. Ending up with over 100 photographs, we are sure to have missed something. Now we have some idea of what to put around the tracks already on the N scale layout! At the time of commencing the layout, few of us really know what Harden looked like. Harden is in fact a satellite town of the much larger Murrumburrah, which has no flat area suitable for a large junction station. Much of Harden consists of standard wooden railway barracks buildings, which will be featured on the layout too.

Wiring has been proceeding apace and trains have run on the completed trackwork of Stage 1 a number of times. The framework of the peninsula will soon be started and scenery on Stage 1 will soon blossom from bleak polystyrene hills into verdant forests and craggy peaks.

Glenn Watson

MODELLING COMPETITIONS

As was announced at the Annual General Meeting, the winner of the 1987 AMRA NSW Branch Modelling Competition was Brett Watson (not rigged). In fact, the Junior Modelling Competition winner was not awarded because Brett won outright anyway. At only 13 years of age, he is to be commended for a fine, CONSISTENT effort throughout the year. Roy Howarth is the runner-up of the year's competition. Brett received a plaque and Roy will receive a certificate.

PROGRAM

AUGUST

- 6 Sat Layout operation
- 12 Fri Clinic - Prototype Station Plans conducted by Glenn Watson
- 20 Sat Annual Dinner Speaker: Jack Sparks
- 26 Fri Layout operation

SEPTEMBER

- 3 Sat Scenery Demonstration
- 4 Sun Visit to Wascoe Siding and Lapstone Zig Zag
- 9 Fri Layout operation
- 17 Sat Auction
- 23 Fri Exhibition preparation
- 30 Fri Setting up Exhibition at Liverpool

OCTOBER

- 1 Sat) AMRA Exhibition at E G Whitlam
- 2 Sun) Recreation Centre, Liverpool
- 3 Mon)

NEPEAN SUB-BRANCH

The Nepean Sub-Branch is going well. Construction of the new N Gauge is proceeding with wiring of the track well under way. Several new members have joined us over the past year and most meetings have all present getting involved in carrying out the required tasks with a minimum of fuss.

Its not all smooth training however. We still have members who seem more concerned about what the constitution says than about what the Club is here for. These members will be given a chance to have their say (hopefully) on 28 May when the badly needed changes to the sub-branch constitution will be discussed.

Anyone who is visiting the area, and even those who live in the area and didn't know we

existed, are quite welcome to attend any of our listed meetings, just ring and let us know that you're coming and we'll make sure that you feel welcome.

And hopefully the larger section in Journal this time will shut up those who keep complaining that only the regular attendees know what is going on.

Until next time.

Steve Chapman

MEETINGS

JUNE

- 18 Sat Work session - N gauge construction
- 25 Sat Work session - N gauge construction

JULY

- 2 Sat Work session - N gauge construction
- 9 Sat N gauge - testing the wiring
St Marys Arts and Crafts Centre 7 pm
- 16 Sat Work session - N gauge construction
- 23 Sat Work session - N gauge construction

AUGUST

- 13 Sat Annual General Meeting
St Marys Arts and Crafts Centre - 7 pm

AMRA NSW Nepean Sub-Branch hold meetings in the St Marys Arts and Crafts Centre, Mamre Road (corner Great Western Highway), St Marys, within 10 minutes' walk from St Marys railway station.

Work sessions are held in members' homes and start at 2 pm. Please contact the Secretary for details.

CONTACT ARRANGEMENTS

Post: Secretary
AMRA NSW Nepean Sub-Branch
68 Shadlow Crescent
ST CLAIR 2759

Phone: Steve Chapman - President
02 670 3252

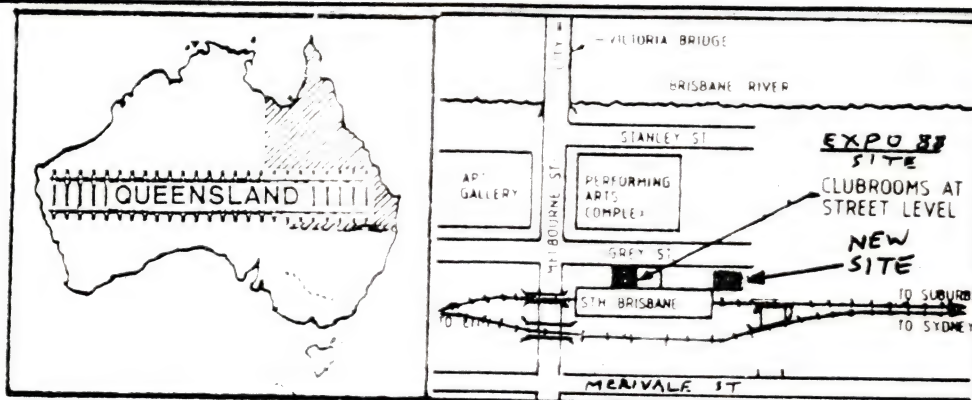
Gavin Stevens - Secretary
02 670 3219

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What the hobby is all about. All that work is justified to see the delight of a little boys face, even if he cannot play in the dirt with Dad's toys.

Photo by Ken EDGE-WILLIAMS.



PRESIDENT'S PIECE

Since I wrote the President's piece for the last issue of Journal, I don't think I have ever seen a more busier time within the Qld. Branch.

Within the space of four days back in mid-march we had request for two school and one shopping centre displays, and in the word of the gentleman who requested it "Was to be a small one, about thirty feet long." I must admit I was taken aback, I was not game to ask him what his idea of a large layout was. However I had to graciously declined all three request due to the proximity of the annual show. Also on top of these request, Jeff Turner of the Queensland Railways came to us with a request to build some (6) QR locos and rolling stock models in approximately 1/18th scale. These models were to be part of QR's display for Expo, which was having a theme of "Experts in Exports." This was the 14th of March and they wanted the models finished and handed over by the 5th of April. We thought they were joking at first but they were serious.

Before we agreed to do the models we went into some detail as to what was involved in building models in such a large scale. We finally agreed to build just three of the models required; a 2470 class diesel no 2500, a VAO aluminium coal hopper and a BRM container flat wagon complete with containers.

Jim Bilby volunteered to lead the team of members to build the models. Why only three models instead of the six? Well we felt in the time available we would only be able to get the three finished, and as it was, Jim's team went a week over the deadline due to the wet weather causing the paint not to dry. The Railways had to go to get the remaining models built by professional model makers. These ones were the 3900 class general purpose electric loco, a lead unit of an EMU, and the lead unit of the new Spirit of Capricorn EMU.

Jim Bilby and his team of modellers are to be congratulated for the excellent results they have achieved in such a short time.

While all the above was going on we were also in the process of rebuilding the canteen facilities for the Model Railway Show. To all those members who took part in this project I offer my sincere thanks.

Now onto our show. The new 1988 show has been our largest to date, with fifty-three exhibitors, so large in fact, that we had to obtain a second hall. Just why we had so many extra exhibitors I am not sure. At first I thought it may have been the competition for the best layout, but upon talking to the many exhibitors, I received many different answers to the question of "why are you exhibiting"

Not one had answered "because of the competition", in fact some exhibitors were quite annoyed that we were holding the competition at all, but that is

history now.

Although our attendance was down by nearly 50%, I still believe we did pretty well considering the competition that we had for that weekend. After all we did not have to spend \$600,000,000 to get the people in like the Expo 88 Authority did, but then again I wouldn't like to run a model railway show for six months either, but all in all it was a great show.

Now with the show out of the road, activities should settle back in to a routine within the Clubrooms and I hope all members will come in and make use of the facilities available.

Hopefully in the not to distant future (June/-July) work will commence on the new club layout. This will give all members the chance to learn new skills or maybe just hone up the old ones, so don't sit at home, come on in and join in with the rest of the gang. I assure you, you will enjoy the time spent in the clubrooms.

Finally to all those members who took part in the Model Railway Show, Thanks for your help, it is really appreciated, but especially to the ladies, Where would we be without you all, Up the creek without a paddle I'd say. To all the Ladies, on behalf of the committee and all the members, a sincere thanks for an excellent effort.

All the girls have asked for is a third pie oven for the next show, so fellas, it looks like it is on again next year.

Good modelling and best wishes,

Bob Mawson.

STATION TALK

Well obviously we all have been hard at work with the exhibition preparations and thus most of the excitement concerns the show this issue.

The Feds were here, Keith Wilcox and Norm Read, and from all their smiles seemed to enjoy the show and the work we put them to, or as Norm puts it "gotta earn ma grub."

Bob Wardrop and wife Dulcie from NSW were visitors also. Bob is the Pres over the border there.

Bob Mawson became an Australian wide known name when a letter he wrote telling about the branch show was read out on the airwaves on the Australia All Over radio show.

Expo 88 has started and as a result we now have a terrific train service to the clubrooms on the Saturday and direct trains to nearly all of Brisbane. Pity it was not permanent.

Seems not all members have their minds on trains at the show. Colin Mawson, the Presidents son no less, was found to enjoy doing stunts on the canteen as he found that the pretty fillys all converged there some time during the show, but it seems that he was paying particular attention to the Hornby collectors stand in the end. What type of loco is a Trudy, Colin?

Ron Duff at the Ntrack stand turned 62 and not one to miss an opportunity to embarrass someone the whole hall sang happy birthday to him.

Glenn Wright had his Bi-centinal loco '723 at the show and Rob Farlow had his 2401 in similar paint scheme and they were seen running quite often during the show. Just the train for the Commissioner to see when he came. It even done the same as the real one which hit the dirt that week also.

Rodney James even had an AR 81 class in the NSW bi-centinal scheme. It looked terrific also.

Some people are game. The Hornby group even wrote to Prince Phillip and said as he was in the neighbourhood, would he like to drop in. Seems Liz and Phil couldn't make it. Maybe next year.

It was great to see Greg Cash with his collection of HOn3½ on show.

Warring Geddes had his BB18½ and TGV van running and the van has to be seen to be believed, 2 years of work and it looks every bit a master piece. Upon complementing him upon it, all Warring could say "Why wasn't the kit out before I had started."

Jeff Aimsley from New Zealand popped in for a visit and enjoyed the show and the fellas were glad to meet him as he has done a little bit of correspondence with the branch over the years.

Talking of overseas visitors. The UP Club had a Union Pacific fan from USA looking at their layout and was disappointed there were no UP trains running at the time and so the guys checked High and Low and found some Trucks and trailers with the UP on the side and thought of a good answer saying UP in their club stood for Unlimited Prototype. Got to give them marks for quick thinking.

Seems some funny business must of been going on as we found a nightie in the rubbish bin and no one seemed to want to claim it. Tony and Steve assured us most firmly that it was not theirs. We ended up believing them as the size and colour just didn't fit. So ladies if you lost it, call Bob, He is quite willing to let Colin check you out for fit like Prince Charming in the Cinderella story. Maybe he will get married and leave home and Dad will have more room to play toots.

Jim Fainges came upon Bob Mawson before the show at a Lifeline Book Sale and was quite intrigued in the selection he had in his hand; 250 Hassles and How to Handle Them, and train books. Was there a message in that with the show coming on.

While on the President, heard tell that he had a dream before the show that Llew Edwards, Head of Expo 88, came to him on the Saturday night of the Show and said that would we mind shutting down as we were taking too many of their patrons. After the poor attendance at Expo 88 on the Saturday opening day, about half of what was expected, Bob was wondering if Llew would be coming over and blaming us.

JUDGES' VIEWS

As you were aware, we ran a competition this year at the show for the best layout. There were three catagories, By the public, Non-Australian and Australian prototype selected by Judges. Time this issue does not allow us to have the photos of the layouts that won so you will have to wait until the next issue for that, but it is interesting to look at the Judges comments in general.

One essential feature that was being looked for was the public relations side of the layout; did they communicate with the public, talk and show, or in general promote the hobby, as after all is not that the whole idea of the show.

Placement of people, style of dress and logic in arrangement on the layouts was again important.

Paint schemes of the railways and the condition of the buildings etc on the layouts, e.g. did the signs fit the period of the model?

The attitude of the operators of the layout was important also: did he seem to be enjoying the hobby?

Most interestingly was the fact that the most correct model layouts to scale and fidelity were not the most popular with the public. Is there a message in this?

I feel there is, after all if the public perceives the hobby as toy trains or boring, then they don't want to get interested in it and thus we lose more potential hobbists.

PROGRAM

JUNE

- 4 Sat Layout operation
- 5 Sun Visit to Richmond Vale Railway Museum. Kurri Kurri
- 10 Fri Layout operation
- 18 Sat Auction
- 24 Fri Family Night - Titfield Thunderbolt and Supper

JULY

- Sat Layout operation
- 8 Fri Slide Night Members' slides
- 16 Sat Layout Operation
- 22 Fri Layout operation
- 26 Sat NSW Modellers' Convention at Petersham State Rail Authority Training Centre. For details, contact James McInerney, PO Box c361, Enfield 2136 or (02) 747 5894
- 31 Sun Visit to Sydney Society of Model Engineers at Luddenham. BYC BRQ

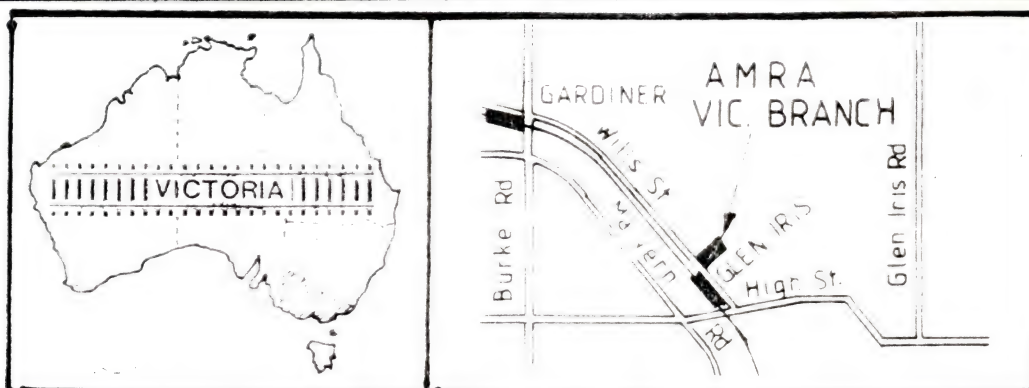
BIRTH NOTICE

Julie and Neil Johnman announces the arrivial of their newest addition to the family, Aaron William, born on Easter Sunday morning, in a rush job, so rushed in fact Dad was still parking the car and even Mum was not sure she was there either. Being the first baby on Easter at the Hospital, yes getting just inside the door does count, Julie and Aaron received a huge 5ft stuffed toy which is a little hard to hide under the bed. So when anyone wanted to find the Mum who just made it to the casulity instead of maternity, all they had to do was find the bunny.

Technical details; Weight 7lb 13½oz; Time 3.30am; Date 3/4/88.

Mum, Dad, Daniel and Aaron are all doing well.





PRESIDENT'S PIECE

By the time you read this piece, Camberwell 88 will be well and truly over. However, the event must not pass without some comment. The feeling by all concerned was that it was a resounding success, not only from the Association's and Exhibitors' point of view, but, more importantly, from the visitors also.

The variety of layouts was excellent, with a good mix of Z, N, HO $n2\frac{1}{2}$, HO and OO scales, as well as models displayed by the Australian Association of Live Steamers catering for the $2\frac{1}{2}$ ", $3\frac{1}{2}$ ", 5" and $7\frac{1}{4}$ " gauges. The Croydon Narrow Gauge Group were again present with what was virtually a new layout, but still following their very successful theme of finely detailed scenery with some humour thrown in. I wonder how many saw the mouse that occasionally made its way around the extensive layout. I was most impressed with the section that featured a multi gauge repair shop. The amount of detail in this one module was astounding; anyone who was looking for inspiration would have gained a lot from this layout.

The Clinchfield Railroad made a welcome return to Camberwell this year, much to the delight of the public. This delightful N gauge layout is based on the coal hauling railroad of the same name in the Appalachian Mountains of the USA. The layout comes complete with appropriate country and western music and liberal doses of moonshine.

Another layout that had as its theme a small railway in the backwoods of America was the Fingerbone, Deadwood and Lizard Creek. The main difference was that this layout was narrow gauge and set in the 1930s; its main claim to fame was the haulage of timber and coal. It also showed that a large amount of detail can be fitted into a small space. This was my wife's favourite; she like the way 'the trains dived into little holes and popped out somewhere else', her words, not mine.

Our interstate layout this year was A'Becketts Creek which featured a small country town in New South Wales. Apart from the magnificent array of NSWGR locos and rolling stock, was the collection of motor cars and trucks, typical of what would have been seen on the roads in the 1950s. Another feature that took my fancy was a replica of the Ettamogah Pub, complete with an old Ford pick-up truck sitting on the roof. Hidden inside the pub was a loudspeaker and from it came the voice of Slim Dusty and others singing typical songs of the country, such as drinking establishments running out of the amber fluid. Top marks for this little bit of humour.

The Hornby Railway Collectors Association of Australia put on a large layout which featured lots of Hornby Dublo, as well as the later Hornby. Mr Hornby himself was there in the guise of Frank Sherrin. It was indeed a pleasure to see Frank at Camberwell as he had recently been in hospital. Just goes to show you can't keep a good man down.

The old favourite Malmsbury was back this year. The Victorian Model Railway Society own and operate this layout which features the Victorian station of the same name, complete with the large stone viaduct at the Melbourne end. This layout featured typical VR rolling stock and operated perfectly for the whole Exhibition.

Adjacent to Malmsbury was Border Junction, which featured a fictitious location on an interstate line. Locomotives and rolling stock from the West, AN, Victoria and New South Wales were featured. The operators were certainly kept busy running a succession of trains. Another layout that featured predominantly Victorian rolling stock was Manuaka. This is the brainchild of Tony Kocuiba and was shown in the June 1986 issue of AMRM. Since that time the original layout has been enlarged and now incorporates a lot more detail, plus extra trackage. Locomotives are controlled by 'Zero One' command control, and all train movements operate in conjunction with prototype signalling worked from mechanically interlocked lever frame. In addition to all this, there is an operating tramway based on the Melbourne and Metropolitan Tramway system. For those interested in seeing railways run as per the prototype, this was the one to see.

I have deliberately left our own layout of Kyneton to last because I feel it deserves a special mention. The layout itself was not completely finished, however, it did give a very good impression of the real thing. All landscaping had been done, however, we were deficient in trees, fences, houses and semaphore signals. Apart from that, the layout operated well once the electrical bugs were eliminated. Special thanks must go to those who toiled away right up to the week before Camberwell to 'get the damm thing going'. That's your quote Bill!

Being 8.7 metres long and with the station on a long sweeping curve of 13.7 metres radius, the operation of the layout looked most impressive. During the Exhibition, train sizes were kept to the length of the sidings in the fiddle yard. However, on the last day we tried to see if trains could be handled by more than two diesels. At one stage we had five BGM locos on a freight which operated quite well. So it was decided that in the silly hour (the last hour of the Exhibition) we would see what length of train could be hauled. So with locos provided by John McClure and myself, we ended up with eight locos, all BGM, the lashup consisted of two AN BLs, one V/Line G, two V/Line X, one VR C, one V/Line C and one VR X. Behind this was coupled 55 bogie vehicles. For those people still around to see it, it was quite an impressive sight. Next year we intend to run long length trains on a more frequent basis, probably twice a day, on each day.

For those who helped at the Exhibition, I would like to thank you all for the time and effort that you put in. Your assistance, no matter how small, was greatly appreciated, and without it the

Exhibition Manager's job would be that much harder. It was good to see Norm Read this year; at one stage I thought he was Bob Edwards deputy, checking around to see if things were going smoothly, giving assistance where necessary - well done Norm.

To end this epistle, I would like to mention that we have a new Branch Reporter in Bob Marsden. Bob has taken over from Ron Thomas who has fled 'over there' with his wife for a look around. We wish them a pleasant holiday and hope they enjoy themselves journeying around Britain and Europe.

Geoff Brown

PROGRAM

Meetings

There was no March meeting due to setting up the Exhibition at Camberwell.

The April meeting covered workshops and clinics at which Roger Lloyd and Peter England gave a display of scenery techniques on styrene foam as used on the Kyneton layout. Also, Bob Dunn gave a talk on building broad gauge bodies five-span trestle bridge.

Competition Results

Photo - Coupled locos
Stuart Westerman - Twin L Class 95 points

Model - Australian or Other
Russell Edwards - OCX container wagon 90 points

Program (at Clubrooms unless otherwise stated)

JUNE

- 4 Sat Junior Operation - own equipment
10 am - 3 pm
- 5 Sun Timetable operation - USA equipment
1.30 - 5 pm
- 9 Thur Annual General Meeting - 8 pm
Election of COM
Model - Kit Built i Australian
ii Other
Photo Level Crossing
- 11 Sat Social Night - Casseroles, etc - 7.30 pm
- 12 Sun Working Bee - 8.30 am until approximately 12.30 pm
- 18 Sat Layout Visits - commences 1 pm - meet at car park outside clubrooms
- 26 Sun Running day - your equipment - 1.30 pm
5 pm

JULY

- 2 Sat Junior Operation - own equipment
10 am - 3 pm
- 3 Sun Timetable Operation - UK equipment
1.30 - 5 pm
- 14 Thur General Meeting - Auction Night
Model - Open
Photo - Mineral Wagon
- 31 Sun Running Day - your equipment
1.30 - 5 pm

AUGUST

- 6 Sat Junior Operation - own equipment
10 am - 3 pm
- 7 Sun Timetable Operation - Australian equipment - 1.30 - 5 pm
- 11 Thur General Meeting - Slide Night
Model - Kit Built i Australian
ii Other
Photo - Train Crew on Duty
- 14 Sun Working Bee - 8.30 am until approximately 12.30 pm

27 Sat Open days (public)
28 Sun 10 am - 5 pm

NOTE: No running day during August

GENERAL NEWS

Junior Operating Days

These days are held for junior members to enable them to operate the Club layout using their own equipment. It was found necessary to arrange these days to cater for the increasing number of juniors who wished to participate in the normal timetable operation days, causing some problems in fitting them in with the increased number of other members participating in such events.

The juniors are expected to supply their own equipment (although sometimes the Club equipment is used to supplement). No restrictions are placed as to prototype or coupler types that are operated and no attempt (so far) has been made to operate to a timetable, being very much as you go operation. They are supervised by one or two adults who are expected to play as low a key part as possible; generally leaving it to the juniors to sort themselves out.

Since instigating these days, some of the juniors have become better and more adept operators of the layout than many of the general members.

Normally only about five juniors regularly participate in these days and it would be better if a few more could participate.

Also, it would be of distinct advantage if some senior members, specialising in some aspect(s) of the hobby, could arrange to conduct a clinic at some time during the operating day. The clinic(s) would cover some aspect(s) of the hobby and last between $\frac{1}{2}$ and one hour, and would greatly improve the juniors' interest and skills. Any person(s) who could undertake such clinic(s), please discuss with Bob Marsden.

Social Night

To be held Saturday 11 June 1988, commencing 7.30 pm at the Clubrooms. Elizabeth Secker would be pleased to hear from those attending one week prior to the event so that arrangements can be made as to the food, etc (Elizabeth's telephone number is 25 8360).

These nights have proved to be popular with those attending, and it would be pleasing to see a large gathering at this one.

Auction

The annual auction of model railway and other railway items will be held at the Clubrooms on Thursday 14 July 1988.

Open Days

Over the last weekend in August 1988, the Branch will once again held public open days.

The format will be the same as for previous years, with operation of the Club layout(s) downstairs and with members' layouts and displays, etc, in the upstairs hall. Drinks and light refreshments will be on sale in the upstairs hall.

The organiser (Bill Secker) would be pleased to hear from any member who can made available layout(s) and/or other model rail equipment or railway memorabilia suitable for display.

It is anticipated that pamphlets advertising the days will be printed and available for distribution by members at the August General Meeting. It is requested that members assist in this distribution so as to get the message around as these days have proved to be of great financial success compared to the expenses outlaid.

Members are also requested to keep the above weekend in mind as the Club is always in need of people to operate and supervise the displays, etc.

Further details on this matter in the next issue.

1988 EXHIBITION

I would like to thank the exhibitors and members who assisted in the presentation of the Exhibition at Camberwell. I would also like to thank the ladies and gents who helped Elizabeth with the meals, and also Roger who did his usual excellent job with our printing requirements.

One very pleasing aspect of the 1988 Exhibition was that our attendance figures showed an increase on the 1986 and 1987 attendances.

The following Awards were made:

- BEST PRIVATE LAYOUT
Clinchfield Railroad - Robin McMurray
- BEST SOCIETY OR GROUP DISPLAY
Northern Model Railway Society
- BEST COMMERCIAL DISPLAY
Branchline
- BEST DISPLAY BY PUBLIC VOTE
Fingerbone, Deadwood and Lizard Creek Railway
Bill and Chris Dell
- Open Modelling Competition results were as follows:
- WINNER OF AMRA CUP BEST MODEL
Philip Dunn - VR XYZ Car Van
- BEST LOCOMOTIVE
Allan Curtis - VR Diesel X52
- BEST ROLLING STOCK
Passenger - Philip Dunn - VR XYZ Car Van
Freight - Philip Dunn - VR IB Dump Truck
- BEST LINESIDE STRUCTURE
P McDonald - Bacchus Marsh Signal Box
- BEST JUNIOR MODELLER
David Boswall - ANR Diesel CL8
- FYBREN AWARD - BEST AUSTRALIAN PRODUCED KIT
Tony Kociuba - VR Bracket Signal

Bob Edwards
Exhibition Manager

LAYOUT NOTES

KYNETON

AMRA Victorian Branch did not have an exhibition standard Victorian layout.

The Branch COM was approached regarding the building of such a layout. Following the preparation and submission of estimates, the COM approved the construction of a Victorian layout, subject to the selection of a suitable station.

As an Exhibition layout, double track was deemed necessary, and consideration was given to the Gippsland line, the North East line and the Northern line, i.e. Warragul, Seymour, Wangaratta, Castlemaine and Kyneton (Woodend and Malmsbury have already been built).

Kyneton was selected because of the characteristic bluestone building and being on a curve allowed better viewing for the public. Other features included stock yards, crossing gates, main signal box and auxiliary signal box, water tower and goods shed.

These items could be constructed by Branch members because it was to be a Branch project.

The COM approved that Kyneton would be the station modelled. Work on the baseboards and sub-frames commenced mid August 1986 by two recently retired members.

The layout was displayed at the 1988 Camberwell Exhibition, but still requires a good deal of work to bring it up to a high standard.

The Club would like to record the following credits to the major contributors:

Design - Bob Dunn
Basic Framework Construction - Jack Treseder, Bob Dunn

Trackwork - Jack Treseder, Bob Dunn

Pointwork - Roger Lloyd

Electricals - Graham Nitz, Bob Dall

Scenery Base, Backdrops and Kickboards - Jack Treseder, Bob Dunn

Scenery (general) - Peter England, Bill Secker, Roger Lloyd

Buildings and Structures - Bill Morehouse, Roger Lloyd, Graham Stockfield, David Morrison

Co-ordination - Jack Treseder, Bob Dunn

The Club also wishes to record its thanks to those other members who did contribute in anyway to this project.

THE CLUB LAYOUT

We recently received a letter from a member who is not renewing his membership. The reasons for non-renewal given were the lack of welcome as a new member at general meetings, and also at the Tuesday night work nights. He stated that the members regarded it as 'their layout'. As one of the Tuesday night regulars, I must take some of the blame. But also it is an unfortunate fact that the layout has reached the stage where it is very hard to find jobs for casual volunteers. You simply cannot tell a new arrival to wire that station tonight! Most of the tasks are of a continuing nature and may take months, or even a couple of years, to complete.

So it really takes a commitment from the new helper to achieve any worthwhile results, both for the member in the gaining of new skills and, of course, for the layout itself. Apart from being a general 'gofer', probably the task that the new member could assist in best is the scenery work. But this also takes a commitment - to get your hands dirty! Plaster always makes a mess.

While I don't want to sound like I am trying to discourage assistance, we would certainly welcome with open arms someone who is prepared to stick with it for a little while. From now on, I am going to maintain a blackboard of jobs under way or needing to be done on the layout. This way, things should be a little better organised and hopefully we won't be turning away potential helpers.

Roger Lloyd

TIMETABLE OPERATION

A USA prototype day was held on 6 March 1988, at the Clubrooms. The rolling stock and locos being provided by Graham Nitz, Alan McKenna and Rob Bogie. Roger Lloyd's new timetable was in use; 16 members were in attendance.

A UK prototype day was held on 3 April 1988 at the Clubrooms. The rolling stock and locos being provided by Peter England, Alan McKenna and Graham Stockfield. Roger Lloyd's timetable was in use; 11 members were in attendance.

Thanks must go to the members who contribute equipment, etc, in making these days as enjoyable as they are.

Layout Visits

The Committee would be pleased to receive expressions of interest from those members who would be willing to allow visits to their layouts. These visits have proved to be very popular in the past and much appreciated by the visiting members.

INVITATION DAY

Was held at the Clubrooms on 28 February 1988, at which members of kindred clubs were invited. The day saw an attendance of over 50 other club members, plus a healthy attendance by our own members. A BBQ lunch and running of their trains by other club members on the Club layout, together with a lot of talking being the events of the day. The day was a great success and should be continued as it is of excellent public relations value with other clubs. The clubs who had members in attendance were - MMRS, Eltham, Bayside, Castlemaine, RAAF Laverton, Camperdown, Wingrove, Corio, Ballarat, VMRS, Healesville, SLSV.

LIBRARY NOTES

I'll never learn that a feast is normally followed by a famine, and that it makes sense to hold back some of the goodies while you have them. What prompts this piece of cheap philosophy is glancing back at the last issue, to see the healthy collection of new books I was able to write about, and then to contrast it with today's sad effort.

One book!

Mark Tonson, engine-driver turned Baptist Minister, last year brought out his autobiographical Driving Trains the Australian Way, and a very good read it was - not least for the anecdotes of good and bad luck, of near misses, and naturally of the jokes and tales played on, or passed on by, the members of that very self-contained community.

He obviously had plenty more up his sleeve, as his Tales of the Footplate now shows us. They're good fun, and give a better idea of an engineman's life, especially in the days of steam, than any number of textbooks.

But, like all compilations, it's for dipping into, not for steady reading. And again you will wince at the many occasions when the need for good editorial help is most obvious.

Now fellers! What about donating a few new books to the Library - or at least publish something!

The things one turns up! In the Correspondence of the School Board of Lancaster, Ohio (no, not my usual reading), appears a letter refusing the use of the school-house for a meeting to discuss a proposed railway. The year was 1828:

"You are welcome to use the school-house to debate all proper questions, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the Word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of 15 miles an hour by steam, He would clearly have foretold it through His Holy Prophets. It is a device of Satan to lead immortal souls down to Hell."

Brian Southwell
Librarian

CLUBROOM NEWS

WORKING BEES

The working bee held at the Clubrooms on 21 February 1988 was poorly attended (in attendance: Jack Treseder, Bob Blakely, Stuart Westerman, Bill Secker, Peter England, Roger Lloyd, Brian Southwell, Bob Marsden). The work undertaken was a general clean up of the outside area, lopping of overhanging trees, plus some work on the de-rusting of the Clubroom roof.

Overall the attendance at working bees is falling, and more and more people seem to be leaving it to fewer and fewer members to do the work. Many of the members who regularly attend are large contributors to other aspects of Club activities, and it seems to be very unfair that they are also left to carry out working bees as well.

Of the eight working bees held during 1986, 1987 and February 1988, the following members have been in attendance:

8 attendances	Jack Treseder, Bob Marsden
7 "	Roger Lloyd, Stuart Westerman
6 "	Geoff Brown, Bill Secker
5 "	David Marsden, Brian Southwell
4 "	Arthur Jenkinson
2 "	Elizabeth Secker, Ron Polestena, Peter England
1 "	Steve Lloyd, Graham Stockfield, Graham Nitz, Rob Blakely, David Weidemann, Arthur Woods, Frank Sheeran, Blair Westerman, Bob Dunn, Ron Thomas, Dave Brown, Rob Dall, Bob Edwards

The Club is due to hold another working bee on Sunday 12 June 1988, from 8.30 am to approximately 12.30 pm. Members are reminded that it is not necessary for them to be there for the whole of the time; an hour or two can be of great benefit in sharing the work to be done.

A further working bee is scheduled for Sunday 14 August 1988 from 8.30 am to 12.30 pm.

BOOK REVIEW

by W M Secker

Modeller's Guide to the LNER

by David Adair

Patrick Stephens Limited

ISBN 0-85059-831-1 160 pages \$19.95

In the words of the writer, 'the purpose of this book is twofold. Firstly it is to provide a source of ready reference for the established modeller, and, secondly, to suggest to the newcomer various ways in which they might reproduce good LNER models.'

In both these aims David Adair has been eminently successful. The book is full of valuable information. It contains 11 chapters dealing with the make-up of the LNER, its locos and rolling stock, buildings and liveries. It tells you how and where to find further information and describes modelling techniques and painting and lining. The seven appendices give lots of facts and figures on locos, rolling stock, running shed codes, etc. The book is very well illustrated with many photographs and sketches.

I read this book from cover to cover and, apart from a couple of printing errors, could not fault it.

It is an absolute must for anyone with an interest in the LNER.

LADIES' NIGHT

Since our intrepid sub-editor Ron Thomas is rather busy chasing 'the real trains', I shall report on the Ladies' Night which took place on Saturday 16 April at the Little Tivoli Theatre Restaurant.

It was a very enjoyable evening, but we did miss a few of the regular faithfuls.

Our shy Managing Editor Roger Lloyd was heard calling 'more, more, more!' to the lovely compère that came to sit on his lap.

The big surprise of the night was that under that quiet, shy and innocent face of our Treasurer Stuart Westerman, lies a cheeky and somewhat mischievous little boy. He was the one that laughed with the greatest zest at all the suggestive jokes; most of us thought he was far too innocent to understand them.

Hope to see all of you who didn't attend this occasion at the casserole night in June. Details in this month's Journal.

Elizabeth Secker

SUB-EDITOR

During Ron Thomas' overseas trip to England and Europe, the above position will be taken over by Bob Marsden, 21 Lerina Street, Clayton 3168 (telephone 544 5089).

CLUB JACKETS AND TEE-SHIRTS

These are again being made available to members at a cost of approximately \$40 for jackets and \$25 for tee-shirts. Members are reminded that it is a requirement to wear the Club jacket or tee-shirt if you wish to man the Club layouts at Camberwell. For country members, drop a note with your size (and money!) to -

Stuart Westerman
10 Gardenia Crescent
CHELTENHAM 3192

NOTICE

ANNUAL GENERAL MEETING

Notice is hereby given to Victorian members of the Australian Model Railway Association of the 25th Annual General Meeting of the Victorian Branch to be held in the Clubrooms at 92 Wills Street, Glen Iris on Thursday 9 June 1988 at 8 pm.

Business

- a To confirm the minutes of the last Annual General Meeting held on Thursday 11 June 1987.
- b To receive the President's report, the Secretary's report and balance sheet and statement of accounts for the period ending 30 April 1988.
- c To elect Office Bearers and members of the Committee of Management for the ensuing year in accordance with the Constitution.

Special Business


- d Notice of Motion

That the Victorian Branch of the Australian Model Railway Association incorporates under the Victorian Associations Incorporation Act, 1981.

- e Notice of Motion

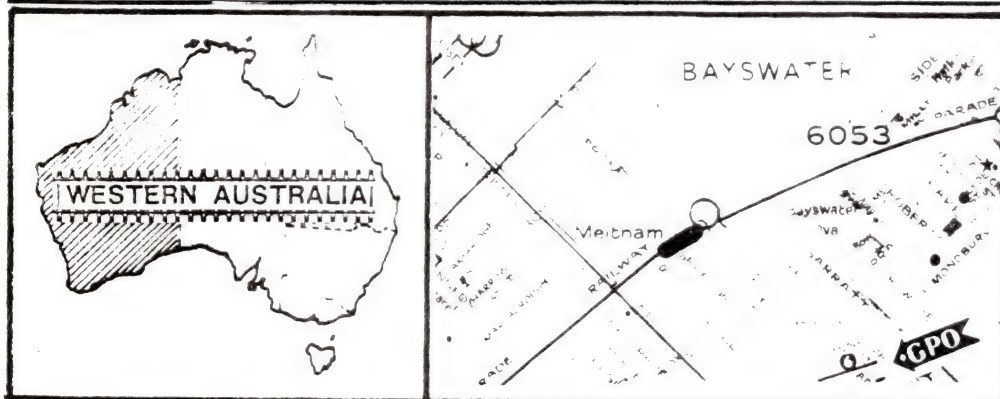
That the Victorian Branch of the Australian Model Railway Association adopt Rules and Articles of Association as displayed in the Clubrooms at 92 Wills Street, Glen Iris. Such Rules and Articles of Association to take effect from the date of Incorporation and to replace the former Constitution of the Victorian Branch of the Australian Model Railway Association from that date.

- f Any other general business.

 John J Harry
Hon Secretary



A scene on the exhibition layout
of the Croydon Narrow Gauge Group.



EXTRACTS FROM "BRANCHLINE"

FROM THE DESK OF THE EXHIBITION MANAGER

You might think that the planning for the 1988 Bicentennial Model Railway Exhibition has got away to a slow start...well you're wrong! There are already a goodly number of layout owners wanting to 'show off', among them Andrew Morling (with a new Smurf layout) and Richard Percy (with a Thomas the Tank Engine display).... both of these will be in KIDZ KORNER, where the world has shrunk to a baseboard height of about 2' above the ground so that the kids don't have to be picked up to see. It's also easier on Mum's arms! If anyone else wants to put something in KIDZ KORNER, let me know.

In the 'more serious' department, there'll be layouts from Neil Blinco, Brian Hodges, Norman Drake (Live Steam Model Railways), the Wainwrights, Ken O'Shea and John Miller leading the West-N-Trak mob. Also, the 'York' Sn3½ Group will be showing two or three of the stations that they have built for earlier Exhibitions or according to the concepts of Sn3½ modules described elsewhere in this issue of The Branchline...the combined efforts will certainly be very impressive and may be an inspiration to others to go modelling the WAGR too. I am still having discussions with other potential layout exhibitors and, as you may have seen, we have the 'traps set' with our appealing signs in some of the hobby shops for any other layouts, about which I haven't heard, to be volunteered.

Barry Keens has the Raffle 'up and running' and Alan Porter has started the promotional activities. Dick Smart is producing the art work (again) for the handbills and posters and these will be available for members to distribute in their neighbourhoods towards the end of April. They'll be available for collection at the Clubrooms, but if you can't get there, give Alan Porter a call (330 1848) and he will send you some in the mail. Every little bit helps! The print advertising is being designed and some stories are being written in the hope that the editorial departments of the newspapers will be inclined to use the material. Different signs to those now in the hobby shops will go up late in April and about then you will also be able to pick up your very own roof rack sign promoting the Exhibition. Dick Smart has repainted them for this year...only trouble is that some of them appeared in 'chocolate and cream'! Still, there should be enough of the other colours to go round. Don't knock us off our feet in your enthusiasm to get one of these signs to put on the roof rack on your car for the whole of May...there's only eight of them!!

You will find as a Supplement Sheet in this issue of The Branchline, a roster form for you to complete if you want to assist in the running

of the Exhibition. The more that volunteer for duties at the Exhibition, the easier it is all round. Also, don't forget that you get into the Exhibition for free if you're rostered on duty, but you don't get in free if you're not rostered, even if you are a member of AMRA. Hurry up and fill in this form and return it to me or to Arno De Smalen, who is again looking after the rostering.

James R Hidden
Exhibition Manager

PROGRAM

JUNE

- | | | |
|----|-----|--|
| 3 | Fri | Exhibition Setting Up |
| 4 | Sat |) |
| 5 | Sun |) Model Railway Exhibition |
| 6 | Mon |) Take down and return of equipment to Clubrooms |
| 11 | Sat | Tidy up the Clubrooms |
| 15 | Wed | Exhibition Post Mortem |
| 20 | Mon | General Club Activities |
| 25 | Sat | General Club Activities |

On these occasions, you may do as much (or as little) as you like. Not entirely unstructured, however, because there's always the new N scale layout to work on, the Library will be open, the Haltwhistle 16.5 mm gauge layout will be available

- | | | |
|----|-----|-------------|
| 29 | Wed | Slide Night |
|----|-----|-------------|

There's just got to be some slides that we haven't seen before or perhaps not for a long time. Bring along about a dozen and tell us all about them. After the showing, there will be an informal judging, with a small prize for the most popular slide.

JULY

- | | | |
|----|-----|--|
| 4 | Mon | Modelling US Railroads by Craig Hartmann and friends |
| 9 | Sat | General Club Activities |
| 13 | Wed | General Club Activities |
| 18 | Mon | Auction - to be held at the Whatley Hall Hardy Road, Bayswater |
| 23 | Sat | Basic Trackwork for Beginners |
| 27 | Wed | General Club Activities |

AUGUST

- | | | |
|----|-----|---|
| 1 | Mon | Electrics for Model Railways by Simon Mead |
| 6 | Sat | General Club Activities |
| 10 | Wed | Video Show |
| | | We've got the video equipment now, so we'll celebrate by using it. |
| 15 | Mon | General Club Activities |
| 20 | Sat | Timetable Running on Haltwhistle |
| | | Many people seem to run trains on Haltwhistle, so let's see if a timetable will sharpen up our appreciation of how the <u>real</u> railways did it. |
| 24 | Wed | General Club Activities |
| 29 | Mon | General Club Activities |

SHOP TALK

SHOPPING AROUND by Paul Worsnop

It's always a profitable exercise to shop around, especially these days, but it's not often you find it as rewarding as it was for me just recently.

The object I was looking for was a POWER BINOCULAR MAGNIFIER, which is a binocular held on the head with an adjustable band, the lens which will also swing up out of the way - ideal for close-up work. It is available with three different magnifications, 2X, 2.5X and 3X.

The first place visited was AFPB Optices in Midland and their price was \$53. The second was Laubman and Pank, also in Midland, where the price was \$35, and the third was OPSM in Morley where the price was \$23.80. In all cases, the brand was the same, only the magnification was different, which alters the price by only a few dollars. This was certainly worth the running around to get the best deal.

TOY SHED MUSEUM

Technically not a 'shop', but included here for editorial convenience.

Bill Jones is the owner of this museum of 'model road vehicles, HO, N and Z scale model railways', located at 35 Haddrill Street, Bayswater (opposite the Hillcrest Oval). It's open from 10 am to 5 pm daily. There's no admission charge, but Bill Jones would appreciate a donation.

RAILWEST MODELS

Graham Watson reminded me that the 'York' Sn3½ Group, who have developed the etched brass frets for McKenzie and Holland somersault signals (see Shop Talk in the last issue of The Branchline) trade under the name of 'RAILWEST MODELS' - a clever reversal of Westrail!

In addition to the signals mentioned, there are also various component parts for Westrail steam locos (e.g. cow catchers) and at least one wagon kit. Contact Graham on 274 5879 for details of their full range.

STANBRIDGES HOBBY SHOP by John Watts

Most of the new Lima diesels and coaches are now available, nicely done and well priced. These include BR Class 37 in original BR green and in Railfreight grey, Class 33 Bo-Bo 'Eastleigh' in BR 'Great Western' green Class 50 Co-Co 'Howe' in Network South East livery and Class 50 'Royal Oak' also in Network South East livery, Class 73 Bo-Bo 'Broadlands' in Inter City livery and Class 87 electric 'City of London'.

Coaches include Mk1 Inter City new livery second class corridor, corridor-brake and standard gangwayed brake, Scot Rail standard gangwayed brake. The Network coaches are Mk1 SK corridor second class, Mk1 BSK corridor brake and an Mk2A FK first class corridor. Sales of these have started well.

We hope to have the rest of the new releases in a week or so.

I am told by AMC that the new Peco Code 80 trackwork will not now be available until June 1988. Sorry, but those of you who have been asking me for it will have to be as patient as I. As I have told many of you, I am waiting to check it out before building my next layout.

NEEDLE FILES by Gus Durham

At a recent clinic at the Clubrooms, several members were interested in where to buy Needle Files.

I have located some at our local hardware store, Bassendean Hardware at 20 Old Perth Road in, you've guessed it - Bassendean. A wallet of 10 files for \$8.95 and my friend behind the counter, Dora, says that they are able to get more stocks easily.

If you don't fancy a trip to downtown Bassendean, check your local hardware store, and if they stock 'Buffalo' brand tools, ask if they have or can get needle files sold under this brand. This is another source of supply and should be about the same price.

LIBRARY NOTES

It seems that Arno hasn't quite recovered from his recent travels around Europe, because he hasn't apparently had time to pen some notes about the activities in the Library since the end of January. So, you'll just have to put up with me for another bi-monthly report.

First, the promise/commitment to complete the long awaited library shelves was honoured. Another 18.3 metres of shelf space has been added to the already existing 30 metres, thus giving a 60% increase in storage space for books and magazines - and, in addition, there's another 3.6 metres on the top of the new units to store all the odds and sods, such as the slide projector stand, boxes of drawings, etc, which until now have been cluttering up the floor of the library room. All this extra space meant that there could be some rationalisation of the storage of magazines - they now 'start' (in numerical order) at the top left hand corner of the new shelves (which are opposite the door through which you enter the library room) and continue, in numerical order, from left to right and from top to bottom, until all the new shelves have been utilised and then the same left to right, top to bottom arrangement continues with the shelves to your right as you enter the library room. It's all very simple - the numerical 'coding' is available at the library desk, and in any case the name of the magazine is printed on the outside of every magazine box or on the spine if it's been bound.

The books and videos are to be stored on the shelves on the left hand side as you enter the library room, behind the library desk (in its new location). The videos are to be housed in new storage boxes to give a more uniform appearance to them and to make it easier to mark them with their library reference numbers. The books are to be stored, hopefully, in a more presentable manner and in this issue of The Branchline, there is planned to be a listing of all the books at present in the library. It is hoped that these moves will make the book part of our library more interesting to and more used by the members.

The Branch made an offer to Jack Stanbridge for most of the items which he offered for sale in the last issue of The Branchline. We were successful in obtaining an almost complete set of Locomotives Illustrated (only 15 issues missing out of 57, and we've already arranged with a 'back number' specialist in the UK to get eight of these) useful additions to our collections of Railway World and Railway Magazine in the early 1970s to make them now almost complete, seven bound volumes of Trains from the late 1940s and a lot of Model Railroader from the 1940s and 1950s, again making our collection almost complete back

to 1945! Oh, yes - we also bought two volumes of Locomotives in Profile which included 2/3 of those ever issued.

Finally, the magazine rack (for current issues etc) has been improved so that the magazines do not become bent and creased while kept there. Where will all this madness end?

Alan Porter

THE LIBRARY

Over the past few weeks, considerable work has been done on, and in, the Library.

As promised in the last issue of The Branchline, Alan Porter has finished the construction and fitting of the new set of book shelves - we now have three walls of the Library room covered from floor to a height of seven feet with book shelves. A number of modifications have been made to the layout of the fittings, etc, and also the magazine rack (displaying latest issues) has been 'technically' improved to avoid the magazines becoming 'bent' while on display.

During many of the recent General Activities meetings, groups of members have applied themselves to the various tasks involved in sorting, cataloguing production of magazine storage boxes, etc. As a result of all this activity, we have identified those duplicate magazines which are surplus to the Library's requirements. These are being bundled and will be offered to the members via The Branchline. From comments made during the sorting and cataloguing, it would seem that there is already considerable interest and some will sell like hot cakes.

To all those who gave so generously of their time and labour, thank you for a job well done.

Ted

LAYOUT NOTES

Colorado Pacific Railroad (N scale layout)

Dennis Ling, Roger Solly and the rest of the crew have been working steadily on the construction of the basic scenery formers and the completion of the wiring. This has included working on some of the non-meeting Saturdays. With the present rate of progress, they should be in a position to start the plasterwork for the scenery in the near future.

Dennis is looking for some volunteers to build bridges and other structures for the layout - could this be the opportunity for YOU to make a contribution towards the completion of this layout?

During the recent hot weather, a few problems were experienced with heat buckling the track in some places. The rail has now been shortened in these places and once the ballast has been placed and glued down, this problem should be eliminated.

Haltwhistle (OO scale layout)

Haltwhistle has been getting a lot of use lately, especially from the junior members, which is good to see, and the layout has been performing reasonably well, without too many gremlins coming to light.

Simon Mead
Layout Manager

Sn31/2 MODULES

The members of the 'York' Group of modellers of WAGR 3'6" railways in Sn3½ scale have produced three excellent model railways representing the actual stations at York and Kojonup and an imaginary station of Bindiup on the South West main line. Each of these has been displayed at the Branch's annual Model Railway Exhibitions at least once and each has attracted a commendably high degree of public approval, to the extent that they have either won or come second in the public voting for the AMC Trophy whenever they have been shown. They have also produced much admiration among other railway modellers and it had been hoped that the Sn3½ concept might 'take hold' of them and lead to even more layouts to this scale representing the local prototype.

Growth has however been somewhat slow and the Group has now come up with the idea of modules which would be less 'demanding' to produce than a full layout and thus each module owner would be able to participate in a model railway exhibition with other module owners to present a more impressive display than each might be able to do alone.

Richard Stallard has been involved in producing Standards for these modules, and general agreement now seems to have been reached among the members of the 'York' Group for these Standards. Richard has a six-page set of these Standards which I am sure he will make available to anyone interested in getting into this scale of railway modelling.

The text which follows is a summary of those Standards as they stood at 3 December 1987:

Modules are of TWO types - Station Modules and Intermediate Modules.

A Station Module represents a station with one or more loops, sidings, etc. Trains travelling in opposite directions on the single track between the stations can cross each other at the Station Modules and shunting operations can be performed. A Station Module has its own controller and can be operated independently from the rest of the system if desired.

An Intermediate Module generally carries only a single track, connecting the adjacent Station Modules, but to separate them sufficiently to give the illusion of distance. The track on an Intermediate Module also acts as a headshunt for the Station Modules on each side, but it does not have its own controller, receiving its traction power from the adjacent Station Modules. An Intermediate Module may contain a siding or short loop where a train may shunt while en route between stations, but trains cannot cross or pass each other at such a siding or loop. Intermediate Modules may be 'Half' or 'Full', depending on whether they contain the electrical gaps for trains travelling in one direction only or in both directions.

Length of Modules Modules can be of any length, although the minimum for a Half Intermediate Module is 1.5 metres and 2 metres for a Full Intermediate Module to allow for adequate headshunts.

It is suggested that the maximum length of a Module, for ease of handling, should be 3 metres, but a larger Module could be built up, if desired, from two or more 'pieces', the joints between the pieces not having to comply with the specification for joints at the ends of a Module.

Width of Modules The width is only specified for the ends of the Modules and may be either 600 mm or 200 mm. All Station Modules should be 600 mm wide (at the ends) and Intermediate

Modules may be either size, depending on the amount of scenery the owner wishes to include.

Height Above Floor The top of the rails should be 1080 mm above floor level. The Standards include ideas for height adjustment of Modules to compensate for uneven floors and also for linking up a Module to an existing layout of a different height.

Trestles and Legs The height of all trestles must be 885 mm. The Standards contain the principles for support of a series of Modules, where the first of a group of 600 mm Modules would have two trestles and thereafter each Module having only one trestle support, one end resting on the 'previous' Module. Labelling of trestles as to ownership and location for their use is specified.

Shape of Modules Modules can be of almost any shape, PROVIDED that the ends are parallel to each other or at an angle of 45° or of 90°. A Module may be 'offset', where there is lateral offset in the track centre-line between the two ends.

Skyboards All 600 mm Modules (except a fiddle yard) shall have a skyboard extending 400 mm above rail level. Recommended material is 6 mm plywood. Skyboards can be permanently attached to the Module or be made removable.

Fascia Board All 600 mm Modules shall have a fascia board extending 200 mm below rail level at the Module ends. It may be deeper in the middle of the Module if a deep valley is required.

For 200 mm Modules, a fascia depth of 100 mm below rail level is probably sufficient for Modules up to about 2 metres in length. For longer Modules, a 200 mm deep fascia would be better.

Curtains The owner of each Module shall provide a curtain for exhibition use, the height being that of the bottom edge of the front fascia board above the floor and the length being the length of the Module to which it is to be attached PLUS 600 mm. For 200 mm wide Modules, the length of the curtain need only be that of the Module to which the curtain is to be attached. (The Standards outline the reasons for this difference.)

Means of attachment of curtain to Module should be swift, two methods being suggested - one is Velcro loop and hook tapes and the other is spiral curtain wire strung between hooks on the inside corners of the Module.

Connecting Modules to Each Other 600 mm Modules shall have four bolt holes of 11 to 12 mm diameter and the centres of the holes at 65 mm below the top of the rails. The inner pair of holes are to be 50 mm either side of the centre line of the track and the outer pair are to be 200 mm either side of the centre line of the track. 200 mm Modules need only have the 'inner' pair of holes, i.e. 50 mm either side of the track centre line.

The thickness of the end member of each Module shall be 25 to 33 mm (being built up with 20 mm pine) and the joining bolts shall be hexagonal headed 10 mm diameter x 75 mm long, with a wing nut and washer. Suggestions are given to facilitate bolting up operations.

Construction Materials The preferred material for Module sides and ends, for sub-roadbed and for fascia is 6 mm interior grade plywood, 9.5 mm craftwood for the roadbed and 20 mm x 20 mm pine blocks to strengthen the corner joints and the sub-roadbed supports. Chipboard is to be avoided.

The preferred material for scenery is polystyrene foam.

Track Standards Track shall be 16.5 mm gauge and pointwork shall be suitable for NMRA RP25 wheels. Choice of track, whether hand laid or

commercial, Code 70, Code 83 or Code 100, etc, is up to the builder of the Module, provided that there is sufficient clearance for flanges 1 mm deep. The minimum radius curve shall be 900 mm on main line sections and 800 mm through points and station areas. Points should be no sharper than No 5.

Track Interface at Module Joints The centreline of the track shall be located at the centreline of the Module end. The track shall be laid at right angles to the end of the Module and preferably straight for at least 100 mm from each end of the Module.

Rail ends shall be cut off square and finish up between 0 mm and 0.5 mm from the Module end. The rails shall be rigidly fixed as close as possible to the end of the Module. Rail end protectors can be fitted in transit to protect the rail from damage. No rail joiners are required at Module end joints. It is suggested that the centre line of the first sleeper be 6 mm from the end of the Module to give the best aesthetic appearance.

Clearances The loading gauge is a 1/64 scale version of the WAGR narrow gauge loading gauge. A test wagon is available to Module builders to ensure that this condition is satisfied and to ensure that a Db Class diesel can negotiate any track without fouling. Nothing should protrude above rail level between the rails nor for a distance of 19 mm either side of the track centreline.

Passing Loops A passing loop on a Station Module shall be able to accommodate trains of at least 1500 mm length between the clearance points. The distance between track centres for a passing loop is about 70 mm.

Uncouplers There shall be no permanent magnet uncouplers on the main line or in station passing loops. Two ideas are presented in the Standards to allow the use of Kadee No 308 permanent magnet uncouplers with hinged or sliding devices.

For further details (or clarification), contact Richard Stallard on 362 4340.

NEW CLUBROOMS

Back from my trip to the UK and thanks to Alan Porter for providing the notes on this project for the last issue of The Branchline. I gave him 9 out of 10 for these notes - he got it a little bit wrong in that the approval given by the City of Bayswater was only 'Planning Approval', i.e. our proposed Clubrooms fitted into the requirements of the 'town plan' of the said City. However, the City's Building Approval has proved to be more difficult to acquire, due to the 'interlocking' (and non-communication) between the various departments of the City of Bayswater which deal with these matters and the other interested parties such as the Water Authority, the Public Health Department, etc.

We are also still awaiting the lease documents from the City of Bayswater, although we have been given (in writing) the amount of the annual lease fee - it will be about a quarter of what we are paying at present for the Meltham Station Clubrooms, so that will be a saving!

Until we get all these loose ends tied up, we cannot commence any site building activities. However, much of the costing has been carried out and we are now looking at ways of reducing the cost of building. Further quotes will be obtained to ensure that we will get the best value for our money (in fact, the Treasurer and the Management Committee are requiring me to have

two or three quotes for each activity so that it can be seen that I have really got the 'best value for money').

I have decided this time NOT to make a prediction of a starting date, as I have been wrong every time I have done so! Nevertheless, the Management Committee is keeping a watch on all proceedings.

Perhaps my next report will have better news!

Barry Keens
Project Manager

A.M.R.A. STANDARDS

When they joined AMRA, 'older' members would have received, along with the other 'goodies', a copy of an orange covered booklet, titled 'STANDARDS'. I joined in 1974 and received the fourth edition of these, issued in 1970.

It now seems that this 24-page booklet has been replaced as 'new issue' to joining members by 10 sheets of Members' File material, covering the same subject. These sheets cover pages 2-2-1, 2-2-2, 2-3-1, 2-3-2, 2-3-3, 2-3-4, 2-3-5, 2-5-1, 2-5-2, 2-6-1, 2-7-1, 2-7-2, 2-8-1, 2-8-2 and 2-8-3 of the Members' File. These are the fifth edition of the Standards and were issued in 1976.

When he was Federal Secretary, Norm Read did advise members (Journal No 125, July/September 1977) that they could obtain a copy of the fifth edition upon application to him, but it seems that no-one took up the offer. I understand the offer still stands and if any present members who have not got the abovementioned pages in their Members' File and they want them, they should contact the present Secretary, Harry Gibson. On the other hand, to save expense all round, we can supply photocopies locally from the copy we have received.

Alan Porter

HAVE YOU SEEN ?

IN THE MODEL RAILWAY PRESS

Model Railways

February: Painting figures - town and village folk. Weathering a hut - the Wills plate-layers hut weathered using Carr's weathering powders illustrated by step-by-step photographs. An NER BTP well tank modelled. Cooksvalle East, an OO scale layout based on BR (LMR) practice, a husband and wife joint effort - you MUST see her buildings. N scale HBA-HEA modelled (a conversion). O Gauge Roundup gives news of products seen at the AGM of the Gauge O Guild. More details on the K & ESR ex-GER four-wheel stock, with drawings and photographs. Springfield - a compact N scale layout. Modelling road vehicles - a number constructed using various kits, etc. Langley Miniature Models Masterbuild system constructed and reviewed (look forward to seeing this system when it arrives here). BR Clayton Class 17 diesel modelled. Camera and Comment looks at Great Central Country. Harrow Model Shops' latest London LT tube car kit constructed and reviewed. This month's cartoon provides the answer for the smokers who are banned.

Continental Modeller

March/April: Disentis, a layout built to HOm scale, i.e. representing metre gauge in 3 1/2 mm/ft scale; based on the Swiss town of the same name - like some AMRA members, has used ply for building up the baseboard frames. An historic French loco - Etat 030 338 - scratchbuilt. Details of the locos of the Vouga Valley Railways of Portugal - lots of photos and drawings. Report on the Nurnberg Fair 1988 and what's in store for the modeller of the European scene, some of which can be used with other prototypes, e.g. the superb Kibri lighthouse in N scale would suit almost anywhere (15 pages in all!). Making a model of a DB goods train luggage van Pwgs 41 from styrene sheet. Another historic Dutch loco - the Netherlands Central tram. A modern layout using modern technology - the FMZ multi-train control system (this layout in a space of 20' x 9', was commissioned to be built and it seems no expense was spared - oh to be rich! Five photos of Polish narrow gauge.

Scale Model Trains

February: Building a Drewry 04 shunter using an old Airfix kit and a Piko Skoda 150 diesel shunter chassis. Ditto for 7 mm scale, using an old Tri-ang Jinty in OO scale, regauged to O gauge and fitted with a plasticard built body. Loco Focus has plenty of photos to assist the modellers in either scale with these two projects. The Dursley branch of the Midland Railway in Gloucestershire, looked at as a modelling possibility. The Northtown Yard of the Burlington Northern and the possibility (or impossibility!) of modelling an American hump yard, even in N scale! Review of Merker Styroplast (a styrene foam ballast underlay) and the Marklin AC system of electrification of your tracks. One of the biggest model railways in the world, an N scale replica of the Eurotunnel project, being built to enable the Eurotunnel organisation to get some idea of station layouts, etc (not unlike the scale models that are now used extensively in the design of refinery and petrochemical plants - the whole thing is to cost some £150 000 (!) and the Folkestone section, the only bit so far completed, occupies a space of 46' x 10' (!!). Making up the etched brass kit by the Haywood Railway wagon and Carriage Co of an LMS Meat Van in 7 mm scale.

Locomotives Illustrated

No 57: Covering the North Eastern Railway's 4-6-0 classes. These were the 40 Worsdell Class S (LNER B13), the five Worsdell Class S1 (LNER B14), the 20 Raven Class S2 (LNER B15) and the 70 Raven Class S3 (LNER B16). All of these were very good mixed traffic engines, but did not quite come up to scratch for express duties as compared with the R class 4-4-0s - of course, they did have smaller wheels, except for the five S1s. A good lot of black and white photos of these various loco classes in their prime and when running down. Only the S3s lasted in any number after the War so most of the photos of the earlier classes are distinctly vintage. Full tabulations of numbering pre and post 1946, dates of building, superheating, rebuilding and of withdrawal as well as shed allocations at 1950, 1957 and at withdrawal for the S3s.

IN THE PROTOTYPE RAILWAY PRESSRailway Magazine

February: Cover photo (in colour) of the grand mountain scenery near Glenfinnan in Scotland. Photos of the Classes 155 and 156 (Super Sprinters) to be used by BR in cross country services. Also, artist's impression of the new Class 158 Sprinter to replace the older (!) Class 150 and 151 Sprinters introduced in 1984/85. Computer software (suitable for Amstrad and Commodore computers) to simulate driving Evening Star, with a variety of degrees of difficulty, over the difficult terrain of the Somerset and Dorset line from Bath Green Park to Bournemouth - should be fun! Short history of the West London Extension Railway, running from Kensington to Clapham Junction. Spotlight looks at some recent developments around Gloucester, includes a nice photo of a canal basin with appropriate warehouse, sailing barges and a modern narrow-boat. Colour photos of the interior and the exterior of the soon-to-be-closed ex GWR signal box at Yeovil Pen Mill. More colour photos of excellent quality of HSTs on WR, one giving close-up detail of the girder bridge crossing the Avon at Bath. Yet another excellent colour photo (seems that the prototype magazines are having to include lots of good colour nowadays as a result of the very fierce competition to attract the railway enthusiast reader), this one of a BIG red engine LMS No 6201 Princess Elizabeth, only spoiled by the fact that it is passing a lower quadrant ex GWR semaphore signal! CEEB apprentices spend a fortnight doing a vast amount of work on the Stour Valley Railway. Reminiscences of working steam at hellifield, a very remote railway junction in north west Yorkshire. P W B Semmens tells of his trip at 300 kmh on the ICE (InterCity Express) of the West German Deutsche Bundesbahn and of his trip on the new Class 319 e.m.u. service from St Pancras to Luton, 30.2 miles in 23½ minutes (that's about 125 kmh). More colour photos - of 8F No 8233 and of Army Department saddle tank Royal Engineer.

Back Track

Vol 2, No 1: An analysis, by wheel arrangement, of the evolution of the British steam locomotive, including an interesting tabulation of the various tank and tender types in aggregate in 1913, 1922, 1927, 1937, 1947 and 1957. The Banbury to Kingham branch, part of the through line of the GWR from Banbury to Cheltenham, opened in 1887 (after 15 years of construction) and closed on 3 December 1962 - the station at Kingham still remains (it's on the Oxford to Worcester line) - just - but most of the rest has gone - many useful photos if you want to model what was a significant GWR cross-country line. A survey of railway tickets, of course, featuring the contribution of Thomas Edmondson and his card tickets. Colour photos of London Midland Region workings in 1958-1968 and of a variety of GWR Castles in the same period. Feature article on Southern Railway electric multiple units, also one of the LNER Q6 0-8-0s. Disused tunnels in Sussex. Article on the Londonderry Railway, which is NOT in Northern Ireland, but runs from Seaham to Sunderland in County Durham - it was owned by the Marquess of Londonderry, hence the name - article is complemented with drawings and many photos. Locomotive steam brakes and how they work. Replacement of several bridges on LMS lines.

British Railway Journal

No 18: Banbury, Part 2 (Part 1 was in BRJ No 15) - traffic and operation - ample photographs and numerous train formations described. Ropley station on the Mid-Hants line of the LSWR - it had some magnificent topiary on the platform and the photos featuring this would be of value to any modeller wanting to tackle this rarely seen feature (what's topiary, you may ask? Well, it's the art or is it a science of manicuring hedges and trees into shapes representing cones, pyramids, birds, etc). A Cambrian journey in 1931 with black and white photos of some of the old stuff still to be seen then in mid and west Wales. The colliers of the Shropshire and Montgomeryshire Railway - these were really ex LNWR Coal Engines of 0-6-0 wheel arrangement bought by Colonel Stephens from the LMS (quite a cute railway just waiting to be modelled, the S&M, that is). The story of Jinty 0-6-OT No 7620 that ran away without crew from Braysdown (just north of Radstock) on the S&D line over the Mendip Hills, demolished the signal box at Midford and finally derailed itself on the remains of one of the eight wagons it had propelled for some eight miles. (This story was also told in the January 1987 issue of Steam Railway.)

No 19: The Coalport Branch of the LNWR, from Hadley Junction on the LNWR line from Wellington to Stafford - photos of the five intermediate stations and some Ordnance Survey maps to help you if you're thinking of modelling any of them; the terminus station looks interesting! Smeeth, a South Eastern Railway wayside station on the SER main line between Ashford and Folkestone, described with the assistance of many photos and a track plan (these two articles cover 33 pages and are a mass of detailed information). Bob Essery (and G Toms) describe the Midland Railway Big Goods and the LMS Standard Class 4F which was derived from them - lots of prototype information and photographs, which your Editor thinks are pretty good! And so are the engines concerned!

Rail Enthusiast

January: I do love those colour photos in the magazines these days - there's a good one on the cover, No 37423 winding past Loch Eilt on the fort William to Mallaig line. A list of the BR diesel locos that are celebrating 30 years of service (15), 25 years (108), 20 years (19?), 10 years (*?) and 5 years (7?). Information on an unusual prototype, the Post Office Underground Railway beneath London, which has just been jazzed up. Colour photos of Deltic Class locos No 9000 and 9019 at the Severn Valley Railway. Trials and tribulations of No 50149 when trialed on 18 October 1987 after modifications for Railfreight service. Colour photos of Peaks in the Pennines. The return of Class 44 D4, Penyghent. More colour photos, these ones of 47555 in West Wales and 47513 in the Cotswolds. Inside story of the efforts of the Diesel and Electric Group, which has restored Class 52 Western Yeoman (really D1010 Western Campaigner, but as Foster Yeoman were paying, they were not too pedantic) as well as two Hymeks and a Class 14.

Extracts supplied by Ted Thoday and Alan Porter

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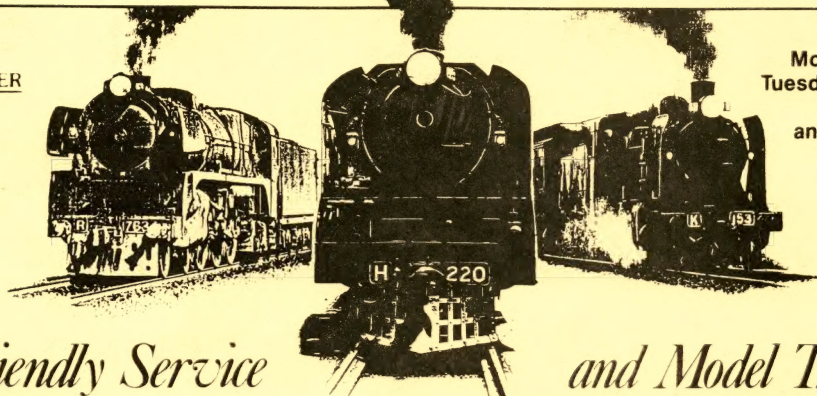
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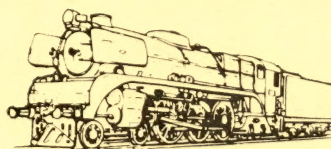
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